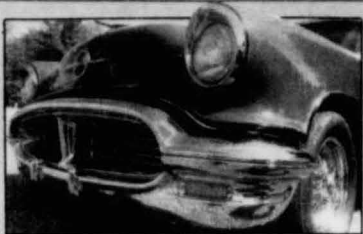


**AUTOMOTIVE '85**

## Avoid lemons

Questions answered about cars

□ SPECIAL SECTION



## They're goin' down, down

Why soccer team failed to produce this season

□ SPORTS - PAGE 3

# SPARTAN DAILY

Volume 85, No. 54

Serving the San Jose State University Community Since 1934

Wednesday, November 13, 1985

## Student wins \$4,900 in contract dispute

By Gloria J. Debowski  
Daily staff writer

Charging that the Music Department broke its contract with him, an SJSU graduate student in music was awarded \$4,900 by the State Board of Control last Wednesday. The three-member board reviews claims against the state.

Doug Tidaback, a 26-year-old trombone player living in Santa Cruz, said he told the board that the Music Department and Richard Knab, past chairman of the department, had not fulfilled promises of keeping him on for 10 months in two positions in the department.

After working as both a student and graduate assistant in the fall 1984 semester, Tidaback was fired in the

spring 1985 semester. He said the \$4,900 is what he would have earned in the spring semester.

"I didn't think I'd have much of a chance because it was the state against the state," Tidaback said of filing the claim with the State Board of Control. The board, however, concluded that Tidaback had a written promise of a job, was working in that position and should be paid for the balance of the semester, said Gerald Jones, analyst for government claims for the board. No one was at fault, but commitments of this sort must be kept, Jones said.

"Mr. Tidaback moved out here (from Illinois) on the basis of that offer and depended on the income," Jones said.

It all began when Knab recruited Tidaback prior to

the fall 1984 semester. Knab offered him the departmental jobs in a letter of intent but did not have the authority to do so, said Arlene Okerlund, dean of Humanities and the Arts.

"Knab was responsible for hiring student assistants and graduate assistants but this is normally done on a semester basis," Okerlund said.

Knab was replaced by Gus Lease as chairman in spring 1985 and is no longer with the university.

Okerlund would not comment on reasons for Knab's leaving. "That's a confidential matter between Knab and the university," Okerlund said.

After his first semester in both jobs Tidaback was

**'I didn't think I'd have much of a chance because it was the state against the state.'**

— Doug Tidaback,  
music student

continued on back page

## Women's group seeks A.S. funds

### Group requests special allocations

By David Wenstrom  
Daily staff writer

The Women's Center is seeking \$3,000 to sponsor Women's Week in March and the Associated Students Board of Directors is scheduled to decide today if it can request it.

The Women's Center, a campus organization that provides literature and a referral service for women, is an A.S.-budgeted group. As such, it cannot be funded through A.S. special allocations unless the board waives a budget stipulation prohibiting regularly-funded groups from going through special allocations.

"Having had our budget slashed just about in half, there's no way we can run a resource center and put on that week as well," said Tricia Keen, one of three Women's Center coordinators. "That's why we need to request this money."

A.S. allocated the Women's Center \$8,855 last year. For the 1985-86 school year, the center was allocated \$4,375.

If allowed to go through special allocations, the Women's Center's request will come before the special allocations committee next semester. The committee reviews requests and then makes recommendations to the board for a vote. Any recommendation for \$200 or less is not required to go before the board for a vote.

"We missed the cut-off date for this semester," Keen said.

Women's Week will be held during the first week of March to coincide with International Women's Day, March 8. International Women's Day, a yearly event celebrated in a number of countries, began in the early part of this century, Keen said.

Keen said that the Women's Center hasn't worked out the details for Women's Week yet.

"We've kind of brainstormed but we haven't gotten down to brass tacks," she said. "In the past, we've had a number of activities during that week, including workshops, concerts and lectures."

Keen said the center hopes to raise money during Women's Week by selling T-shirts, buttons and charging for concerts and other events. The center might also hold a fund-raiser before the event, she said.

Keen said the Women's Center, which has about 10 women actively involved, needs women interested in working at the center or women who would like to offer ideas about what they would like to see the center do.

A major function of the center is to assist women with problems, Keen said.

continued on back page

## Duncan Hall fire assessed



Ken P. Ruinard — Daily staff photographer

## Arson squad inspects ruins

By Allison C. Ziganti  
and Herb Mukhtarian

Daily staff writers

The State Fire Marshal and the arson squad have inspected the damage but have not yet determined the cause of Tuesday's Duncan Hall fire.

Interim University Police Chief Maurice Jones said that the inspectors gave no further information, but that the incident is under investigation.

Ron Montgomery, SJSU director of environmental health and occupational safety, said the university should be informed of the cause "pretty soon."

The fire destroyed one end of a laboratory table and several ceiling tiles directly above it in Room 413, a chemical supply room on the fourth floor of Duncan Hall.

The tables in the laboratory room hold glass decanters containing various chemicals, including acids. But Russ Lunsford, UPD information officer, said that none of the chemicals were involved in the blaze.

Room 413 sustained smoke damage to the floors, wall, windows and the ceiling.

Montgomery said that it should not take long to get the lab back in shape and that cleanup should begin soon.

The fire broke out about 7:45 p.m. Don Ramos, battalion chief, said that including time to set up their equipment, it took firefighters 20 minutes to extinguish the blaze.

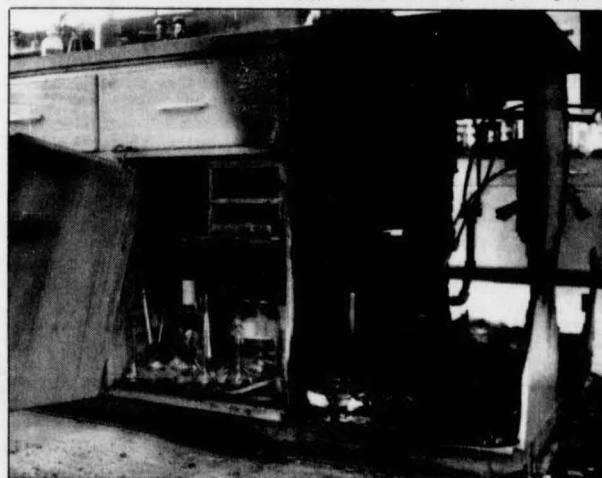
Room 413 was unoccupied when the fire broke out, and the remainder of the building was evacuated, Jones said. He said that one female student complained of a burning sensation in her chest but said she would go to her doctor Tuesday.

At approximately 9:15 that night Kym Bersuch, campus plumbing supervisor, was called in to shut off the natural gas flow to the fourth floor. Duncan Hall, which is headquarters to the Science Department, contains more than 2,500 gas valves, which feed the department's Bunsen burners.

"I killed the gas to the fourth floor only, rather than kill the main gas line which would shut it off for the entire building," Bersuch said.

Vi San Juan, SJSU facilities development and operations energy manager, said one main concern last night was whether lab animals were endangered by the fire. She said they knew there were a lot of animals in the area, but they did not know exactly where they were in relation to the fire. No animals were injured.

Classes were held as usual in Duncan Hall yesterday, but the room remained closed for inspection by the fire marshal and arson squad.



Mie Schneider — Daily staff photographer

**Top, San Jose Police and Fire departments respond to a call reporting the fire in Duncan Hall Tuesday. Above, a fire-damaged storage cabinet in Room 413 remains closed. An arson squad inspected the damage yesterday and the cause of the fire is still under investigation.**

## AIDS awareness week to host guest speakers

By Denver Lewellen  
Daily staff writer

In a major effort to educate students, faculty and staff at SJSU about AIDS, Student Health Services will present, "AIDS Awareness Week: An Exploration of a Medical and Psycho-social Phenomena," beginning Monday.

Funded partially by Associated Students, AIDS Awareness week will host a series of guest speakers, ranging from local health officials and instructors to AIDS patients and politicians.

According to Dr. Robert Latta, assistant director of Student Health Services, the various presentations will cover the following AIDS related issues: the evolution of AIDS as an epidemic in our society, the preven-

tion of AIDS, the relationship between AIDS and public policy, the relationship between AIDS and substance abuse, and the psycho-social issues of AIDS.

Guest speakers will include David Burgess of the Santa Clara County Health Department, who will discuss safe sex practices; Pat Norman, the coordinator of Gay and Lesbian Services of the City and County of San Francisco; and Dan McCorquodale, California state senator, who will discuss AIDS and public policy.

GALA spokesman Steve Stein is optimistic about the upcoming events.

"The Gay and Lesbian Alliance of SJSU wholeheartedly supports AIDS Awareness Week," Stein said.

continued on back page

## Tension mounts in EOP lawsuit

By David Leland  
Daily staff writer

Two EOP counselors taking opposite sides on a \$5.5 million lawsuit filed Sept. 5, exchanged words and shoves Friday when they clashed in the EOP offices, according to University Police reports.

Luis Saldana has filed a personal damages suit against Estela Nanez and five other defendants. The two confronted each other in the reception area of the EOP offices at about 4 p.m., according to Russ Lunsford, UPD public information officer.

The police report states that as Saldana tried to leave the reception area he was pushed by Nanez and was rammed into a doorknob.

Words were then exchanged and UPD was called. "There were no arrests made and no criminal charges filed," Officer Terry Edel said.

continued on back page

## Faculty, CSU to bargain

### Contract negotiations to begin this week

By Shannon Rasmussen  
Daily staff writer

The first bargaining meeting between the California Faculty Association and the California State University Board of Trustees for the 1986 contract begins this week, since both parties have publicly stated their proposals.

The CSU made its bargaining proposals public last week and some points were almost totally opposite to the CFA proposals made public last month, said Scott Rice, SJSU English professor and CFA chapter president.

"The CFA tried to give every possible signal that it wanted to cooperate with the CSU. Our own contract proposals were very restrained, and we indicated we wanted to compromise seriously," Rice said.

Rice said some of CSU's proposals were an almost point for point rejection of every-

thing the CFA has done.

Jacob Samit, assistant vice chancellor of employee relations and trustee negotiator, said both CSU and CFA have suggested changes and depending on the different points, there are some disagreements.

For example, Rice said the CSU has talked about faculty development, but it rejected all CFA proposals for the program.

Suggestions made by the CFA for development included short-term absence with pay for approved conferences, workshops and other professional meetings; faculty exchange programs within and outside the CSU system; specialized work schedules to pursue scholarly activities, training or retraining of benefit to the CSU and in-service training programs to increase faculty skills in such

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## SPARTAN DAILY

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### Editorial

## A watt saved is a class gained

According to the chancellor's office of the California State University system, SJSU is using too much energy.

Last year the chancellor's office allotted SJSU more than \$3 million for energy costs, and the university went over that limit by \$360,000.

This year SJSU has been allotted more money, but we're still spending too much. Already the university is \$100,000 over its budget, and it's only November. This is cause for concern because as of now we're going to have to pay the extra costs ourselves.

In the past, the CSU system paid for the differences in the 19 school's energy bills. If a campus spent too much, the CSU system would absorb the cost; if its energy bills were under budget, CSU would reclaim the money.

This year, however, the system has changed. Each California State University must pay its own deficit. That leaves SJSU in trouble.

But there are two sides to this coin. If energy officials emphasize conservation and money is ultimately saved, SJSU could spend that money however it wanted. We could fund another class, receive funds for more teaching assistant positions; we could pinpoint a need a fill it.

Increased energy use at SJSU can be attributed to the larger numbers of computers on campus, which require air conditioning.

Another reason for increased energy use, according to SJSU energy manager Vi San Juan, is that conservation has become a low priority here. Lights are left on unnecessarily, and enforcement of heating and ventilating standards are lax or non-existent.

However, San Juan believes that energy conservation here really wouldn't be that difficult. Much of the groundwork has already been laid, and now only the interest and cooperation must be stimulated.

By December, 25 buildings (almost half the total) are scheduled to be hooked up to a computer that would monitor energy use. The Music Building is hooked up to such a system right now. The system works by monitoring temperatures in buildings and turning on and off fans and lights automatically.

San Juan has other good ideas, such as turning the lights in the soft drink machines off. We don't really need these lights.

Energy conservation is a good idea. Before we can use any extra money, we've first got to get within our limit. Certainly a university that stays within its allotted budget looks better than one that exceeds it by several hundred thousand dollars.

And although energy prices and supplies are stable now, every bit of gas and electricity saved today leaves that much more for the future.

## Small gestures add up in the end

A few weekends ago, I stopped to relax and notice things around me. I'm usually so busy rushing around trying to fit things into my schedule that I forget about the Little Things that are so important, and the care that goes into making them happen.

It was a couple of weeks before Halloween, and my mom had decorated our house with all the right things to help us get into the spirit — a bowl of orange, lemon, and chocolate pumpkin candies; a white mesh ghost with a flowing gown hanging from a doorway, a smiling black-caped witch hanging on a doorknob, and a couple of orange-stuffed pumpkins sitting on the family room shelves with tiny orange legs dangling over the ledge.

If it weren't for these type of things, I probably would have forgotten it was Halloween, especially since I had to go to class on Halloween night! My mom plans ahead for festivities, buying the paper plates, napkins and decorations in advance. That way, there's time to enjoy the pre-holiday and look forward to it.

Cards are another nice Little Thing. For both Halloween and Thanksgiving, my mom sent cards to my brother and sister, who don't live at home anymore, a week and a half in advance. And she would never be caught forgetting one of our birthdays. She also never forgot to send us occasional shoeboxes of cookies and fudge when we were away in college.

Now I admit that I could never match my mom in remembering all these important Little Things. She's good at it. And so are other people.

I'm spoiled because these Little Things have always been there. And since they have been, I probably haven't put much effort into planning them myself.

But I stop to think of how dreary life would be if no one took the time to send a thoughtful card, chat with someone for no particular reason, be nice to a stranger, save a piece of paraphernalia for a friend who will appreciate it or dress the home or office with holiday or birthday decorations.

A long life is not guaranteed to any of us. Anybody could acquire a serious disease or be involved in an accident and die at any minute. Right at this moment, thousands of people are dying all over the world. A kind deed canceled for a perceived lack of time can't be given later.



Michelle King

if the person isn't around or if the time isn't right anymore.

The Little Things don't even take very long.

You can also do Little Things for yourself — like treating yourself to a hot fudge sundae while you watch "St. Elsewhere" or "Dynasty," or jog 5 miles to feel totally renewed and healthy. Other Little Things you can do for yourself could be buying that new outfit you've wanted but can't really afford, getting together with a friend you rarely see or just being a bum for a few hours without feeling compelled to do anything constructive.

Big things like school and your career are important of course, but the Little Things are just as important. They sustain us through the days and weeks. They keep the joy in life when we're so bogged down with homework and projects that we can forget who we are at times. They remind us of who we are and why we're here — to enjoy life and to appreciate and to communicate with others.

Family and friends aren't Little Things, of course, but we tend to take them for granted sometimes. I sometimes forget to ask my family members or a friend about their lives in general, or about how an event they were involved in turned out. These are the important things that need to be done, just as important as that term paper that's due tomorrow.

We should all try to remember the Little Things in life because without them the big things don't really matter.



SPEAKING OF ART THEFTS....

### Letters to the Editor

#### Greeks trolley project impressive

Editor,

I have lived in San Jose for seven years now, being a refugee from the East Coast. I would like to commend the Greeks for the work they've done in the restoration of the local trolley. I lived in downtown San Jose for the first four years and I was appalled at the damage that fraternity parties tended to cause to the local neighborhood.

I must say that I am quite impressed by the efforts made by SJSU Greeks to recreate historical San Jose.

Keep it up!

Maria R. Sison-Merchant  
Junior  
Sociology

#### 'Doctor' sees only shame in 'cow tipping'

Editor,

This letter is written in disbelief of the Friday Nov. 8 issue of the Spartan Daily, in which there was placed an ad for Plank Road Beer.

I've never been so offended in my life! The reference to "cow tipping" was appalling — especially as some sort of sport! This was a sick, sick day — shame on you.

Why doesn't someone try tipping over a sleeping bull? That would be a sport! That would take guts! That would be fun — especially if that someone ended up with a punctured lung or a lacerated kidney! I'd just laugh.

Cow tipping for sport indeed. What's next? Feeding diabetics candy canes for fun?

Even though I myself don't drink, I'm encouraging all my friends from church not to purchase Plank Road Beer due to obvious endorsing of this vulgar practice.

All Spartan Daily staffers should hang their heads in shame.

"Doctor" P. Anderson  
A.S. Director of Communications

#### Accolades for closure deferral

Editor,

I was very pleased to see the San Jose City Council not act Nov. 7 on Dr. Fullerton's proposal to close San Carlos Street. I hope the proposal is tabled indefinitely.

I once lived in the campus dorms and went to classes across San Carlos Street almost daily. Not once did I feel endangered or see anyone else in danger. Most of us are adults; we know how to cross the street on our own. I have also lived near university campuses crossed by much busier streets, and never was aware that students were unable to cross the street safely.

What is hardest for me to understand is the arrogance of the university, which has for many years been turning its face progressively inward from the community at the same time it has swallowed more and more of the community's land. If the SJSU campus is to become livable and exciting, it will be because of the attractions it offers, not because the campus is protected from harmful influences in the outside world.

Let's be honest and say what everyone knows: The SJSU campus is dead. Let's think about closing San Carlos Street after SJSU has become an bustling attraction and demand warrants it, not before.

Vic Sten  
Urban planning

### The Crow's Nest



C. Martin Carroll

#### Wait and see

ONE OF THE MOST BASIC underpinnings of the American republic is that the people should have the information with which to judge for themselves what is best for them and for the nation. Americans should be given some way to influence their representatives on issues of importance to their interests.

Imagine the reaction of Americans if they discovered that their elected leaders — or worse yet, profit-minded, unaccountable corporations — decided to take such matters into their own hands, shutting off the public's voice on the grounds that the people don't know what's good for them.

I'm not saying this is what the nuclear power industry is attempting to do, but a post-Three Mile Island (1980) study of American nuclear and non-nuclear scientists has made me suspicious.

The SJSU Journalism Department has organized an "energy conference" for journalism students starting tomorrow. In the packet of information sent to participants was a glossy pamphlet entitled "Nuclear electricity: Who stands where," published by the U.S. Committee for Energy Awareness, a private committee composed of energy utilities and major electricity consumers.

I take exception to the views of many scientists in the study quoted in the pamphlet.

More than 900 scientists were asked their level of agreement with the following statement: "Scientists should restrict public statements on science policy matters to areas of expertise."

A majority (59 percent) of (self-described) very pro-nuclear scientists and of all scientists (55 percent) agreed with the statement, while about three-fourths of the very anti-nuclear scientists disagreed.

Anyone who agrees with this statement is dismissing the importance of one of the most important freedoms Americans possess: freedom of expression.

Merely because I am not an expert on cognitive development and criminal psychology, do I have no grounds to speak out about the best way to prevent child abuse or handle abusers? Should only constitutional experts feel free to express an opinion on the Equal Rights Amendment? And are political scientists and politicians the only people qualified to vote in elections?

Another finding of the study, which could be deduced from the results of the above question, is that anti-nuclear scientists are far more likely to publish articles in popular periodicals rather than submit their writings to technical journals, where they are subject to peer review.

THE RESEARCHERS CONCLUDE "Our ability to make informed judgments about highly technical issues necessarily depends in part on accurate knowledge of the views of relevant experts. The experts may be wrong, or their opinions outweighed by other factors, but their analyses provide an invaluable resource to policy experts and other citizens. . . It is important that their views be communicated accurately to larger publics. In the case of nuclear energy, however, some crucial links in the chain of information leading from the scientific community to the public seem to be missing."

The Journalism Department's reason for sponsoring the energy conference is not clear, but the object of the pro-nuclear speakers is: to try and stem the tide of anti-nuclear information reaching the public through the popular press.

I'll admit my skepticism about nuclear energy, but I'll try to be open-minded, too. Next Wednesday's column will reveal my impressions of the conference.

C. Martin Carroll is forum editor. His column appears Wednesdays.



THE SAGA CONTINUES — 3 REHABILITATED DEFECTORS EXCHANGE NOTES.

### Letter Policy

The Spartan Daily encourages readers to write letters. Bring them to the Daily office in Dwight Bentel Hall or to the Student Union Information Desk.

All letters must bear the writer's name, signature, major, phone number and class standing.

Phone numbers and anonymous letters will not be printed.

The Daily reserves the right to edit letters.





Ron Cockerille — Daily staff photographer

Rob Allen (left) and Duane Dirstine sandwich Cal's Mike Delaray during an SJSU loss. The Spartans finished the year 6-11-2.

# No punch knocks out soccer team

By Scott Van Camp  
Daily staff writer

It was a tale of offensive woe for the 1985 SJSU soccer team. After a disappointing 3-1 loss last week against Division II opponent Hayward State, the season came to a merciful end.

For only the eighth time in 32 years, and the second year in a row, a Julius Menendez-coached club finished under .500.

The Spartans finished with a re-

## Sports analysis

cord of 6-11-2, 2-4 in the PCAA and 3-4 in the Pacific Soccer Conference.

It was the same story over and over again that contributed to the unsuccessful campaign — lack of scoring punch.

Not that the Spartans did not have an offense. The team was able to move down the field by utilizing the speed of Allen Picchi and Ingi Ingason on the wings, but when the time came to center the ball for the goal, more times than not, no one was there.

It was a promising start for the squad, as it began the season with three wins and a tie. The Spartans outscored their opponents 13-5, and it looked like a good year ahead for 1984 scoring leader Scott Chase.

Chase exploded for three goals in a 4-0 victory over UC-Irvine, and he looked well ahead of schedule to better his 12-goal total of last season.

After another victory, over San Francisco State, the scoring well dried up.

The team went winless in eight games, and four of those were shutouts.

Contributing to the downfall were injuries to key players. Starters Matt Lord, Rob Allen and Chase were all hobbled by ankle sprains during the losing streak.

A change of strategy ended the losing string against St. Mary's, when Menendez beefed up the offense

by adding another striker up front. The 1-0 win and another single-goal triumph over Santa Clara gave the team a reason to live.

Unfortunately, with five games remaining, three were against nationally ranked or highly regarded teams.

Against those teams, Fresno State, San Francisco and California, the Spartans were outscored 10-0.

It was apparent in these games that the team did not have the depth or the offensive firepower to be called one of the best.

After his good start, Chase was able to punch in only four more goals in the 16 remaining games. Ingason came on late to tie him in goal production with seven.

One of the few bright spots in 1985 was the defense. Junior college-transfer goalie Joe Gangale maintained a respectable goals-against average of about 2.0 before meeting The Big Three at the end of the season. He finished at 2.83, with four shutouts.

Sweeper Pat Rashe was impressive throughout the season in clearing the ball out of the Spartan end.

The team made good defensive stands in its win against Santa Clara, holding off a furious Bronco rally. The Spartans played a tough San Francisco team to a first-half stand-off before succumbing 2-0.

Fortunately, since all of the

starters will return next year, the good defense should continue in 1986. The question is: will the offense be the same?

Menendez could avoid the painful answer to that question by bringing in some offensive-minded scoring machines.

## SJSU Soccer Statistics

Final			
Scoring (16 games)			
Player	Goals	Ass.	Pts.
Chase	7	5	19
Ingason	7	2	16
Rollins	4	2	10
Lord	2	2	6
Rotteveel	1	3	5
Kute	1	2	4
Kohne	1	1	3
Caldwell	1	0	2
Rashe	0	2	2
Picchi	0	1	1
Dirstine	0	1	1
SJSU	24	21	69
Opponents	40	22	102

## Goalkeeping

Goalie	Min.	Goals	Sav.	Avg.
Gangale	1530	35	95	2.07
Nelson	300	5	13	1.50
SJSU	1830	40	109	1.96
Opponents	1830	24	107	1.18

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# Spartan scoreboard

## PCAA Football

Team (Overall)	W	L	T
Fresno (8-0-1)	6	0	0
Long Beach (6-4-0)	4	2	0
Nevada-LV (5-4-0)	4	2	0
Fullerton (3-5-0)	3	2	0
Pacific (4-6-0)	2	4	0
SJSU (2-8-0)	2	4	0
Utah State (2-8-0)	2	4	0
NM State (1-8-0)	0	6	0

2-17, Weldon 2-7, McDade 1-6, King 1-3, Santini 1-2, Hollinger 1-0. Total 13-169.

## FUMBLE RECOVERIES

Cadreau, K.C. Clark, Cross, Gouldsby, Hollinger, Lehman, Lyon, Weldon, Woodward (tied with 1). Total 9.

## SJSU Volleyball Stats

SJSU	Kills-Att.	OPP
1184-2707	949-2685	
282	Hitting %	.182
1058	Assists	.866
425	Assist %	.352
1089	Digs	.927
303	Blocks	.252
47	Solo blocks	.55
178	Serving aces	.150

## Player totals

Player	K	A	D	B
DeBusk	54-117	900	190	46
Watson	32-97	0	45	3
Healy	172-393	6	56	79
Hicks	45-127	21	54	28
Braymen	118-337	4	90	16
Cook	236-512	52	151	35
Spier	2-19	50	117	0
Higgins	206-448	16	179	74
Ice	302-604	8	195	32
Roberson	17-53	1	12	14

## NorPac Volleyball

Team (Overall)	W	L	T
SJSU (22-4)	8	0	0
Oregon (14-15)	8	1	1
California (20-18)	5	3	1
Washington (14-15)	5	4	1
Oregon State (13-15)	3	6	1
Fresno State (7-20)	1	7	1
Washington State (9-20)	0	9	0

## NorPac Field Hockey

Team (Overall)	W	L	T
Stanford (9-3-1)	6	1	1
San Jose State (7-6-1)	3	4	1
California (4-8-1)	3	4	1
Pacific (4-8-1)	3	4	1
Chico (4-6-0)	3	5	0

## PCAA Soccer

Team (Overall)	W	L	T
Nevada-LV (17-1-2)	6	0	0
Fresno (17-4-1)	4	2	0
Fullerton (10-9-1)	3	2	1
Santa Barbara (8-12-1)	3	2	1
SJSU (6-11-2)	2	4	0
UC-Irvine (5-13-2)	2	4	0
Pacific (2-13-0)	0	6	0

## Hockey stats

SJSU	Goals	OPP
26	Goals	.22
249	Shots on goal	.213
.104	Shooting average	.103

## Player Totals

Player	Shots	Goals	Assists	Short.	Ave.
Green	49	8	1		.163
Cafini	3	3	0		1.000
Laumans	59	4	1		.068
Saveikoul	44	1	1		.023
Johnston	42	2	1		.048
Regalia	10	2	2		.200
Dulin	23	5	0		.217
Justus	5	1	1		.200
Dunlap	6	0	2		.000

## Goalkeeping Totals

Goalie	Saves	Shots	Saves	Ave.
McGarry	94	19	190	.832
Libbey	5	3	13	.625

## SJSU Football Statistics

SJSU		OPP
193	First downs	237
367-1161	Rushes-yards	466-1753
2459	Passing	2484
1088	Return yards	805
188-391	Comp.-attempts	176-291
21	Had intercepted	13
51-1902	Punts	42-1619
31-10	Fumbles/lost	25-14
94-798	Penalties-yards	68-631
3620	Total net yards	4237
4.8	Average yards gained	5.6
3	Missed FGs	7
SJSU	31 61 36 68	196
OPP.	69 90 91 63	323

## RUSHING

Clark 78-345, Walker 82-286, Allen 81-234, Cobarruvias 28-177, Meredith 36-103, Stewart 17-67, Nash 1-18, Malaullu 2-15, Payton 6-14, Riley 3-9, Tatum 6-6, Carlson 27-113. Totals 367-1161.

## PASSING

Allen 127-265-13-1598, Carlson 61-124-8-861, Malaullu 0-1-0-0, Clark 0-1-0-0. Totals 188-391-21-2459.

## RECEIVING

Thomas 22-367, Cate 26-361, Nash 24-350, Malaullu 13-288, Walker 32-253, Meredith 18-220, Clark 16-150, Crawford 13-141, Moon 6-103, Hall 5-85, Satterfield 2-57, Payton 6-50, Harvey 3-23, Stewart 1-11, Riley 1-0. Totals 188-2459.

## TACKLES

(Top five) Weldon 92, Lyon 86, Hollinger 84, Kennedy 81, Gilcrest 53.

## INTERCEPTIONS

Payton 3-80, K.C. Clark 2-54, Gilcrest



NO.



NO.



NO.



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John M. Morse, High Frontier Organization

## CON

Benoit Morel, Stanford Center for International Security and Arms Control  
Dr. Mike Boll, SJSU Soviet History Professor

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## Sails to turn into cash for club

By Michelle King  
Daily staff writer

The SJSU Sailing Club will receive a donation of about \$7,500 from SJSU alumnus Alan Simpkins in the form of sale funds from 12 of Simpkins' sails. The sails themselves were too big for the club to use.

The funds will be used to buy one or two FJ-class racing sailboats which are required for intercollegiate races, said Sailing Club President Bill Harrington.

Simpkins, a long-time benefactor of SJSU and a sailing enthusiast, donated the sails to the Associated Students, which will sell them and give the proceeds to the Sailing Club. The donation was handled this way so that Simpkins, like many university benefactors, could take a charitable tax benefit. The A.S. has non-profit tax-exempt status. The Sailing Club does not.

The donation couldn't have been given directly to the university because the university doesn't have an account set up for the Sailing Club, said Robert Ringe, director of devel-

opment and university relations, who handles donations to the university. The proceeds couldn't have gone to the Sailing Club this way.

"I took on this job because I wanted to make life easier for donors," Ringe said.

Before Ringe's position was created to assist in university donations, there was no one person to act as an intermediary between a university club and a donor.

"I tried to donate a long time ago, but the university wasn't set up for donations," Simpkins said.

Simpkins had tried to get a Shields 32-foot sailboat from an organization in New York donated to the Sailing Club about 10 years ago, he said. "But I was told that there wasn't anyone to accept it (so that a tax benefit could also be offered)," Simpkins said.

"This new position will encourage a lot more people to donate," Simpkins said. Senior Bill Harrington, who is president of the 20-member Sailing Club, said the donated

money for new boats will enable the SJSU club to compete in intercollegiate races.

Right now, the club only has one FJ-class sailboat and one homemade boat, compared to Stanford University's eight and the University of Santa Cruz's approximately 60 boats.

At an intercollegiate sailing race in October, Harrington said the SJSU sailing club had to rent one of Stanford's boats.

They beat the University of California at Davis, Harrington said, but the SJSU club came in 20th out of 21 entries.

"If you're going to get serious, you've got to practice with the boats you'll be racing in," Harrington said. Only a few of the the Sailing Club members have their own boats.

The A.S. board voted unanimously to accept the donation at last week's meeting and agreed to help sell the sails with the assistance of James Hill, director of Logistical Services. The sails will be advertised and sold to the highest bidder.

Dry Toast

Peter Stein



"I told you not to shake your soda first!!"

The Real World

Manuel Ruiz



"That's nice Mr. Grum but Morton, my husband, was captain of the all star football league."

## 3 to go south for break

By Gloria J. Debowski  
Daily staff writer

Many students go south during intercession, but few will go as far south as three yet-unchosen SJSU students who will be headed for Costa Rica.

Pacific Neighbors, sponsor of the month-long visit, is an organization involved in "people to people" programs — programs through which people in two cultures become friends.

Those students chosen to visit the Central American country will be staying with a host family, meeting other students, teachers, and government representatives, and going to service organizations like the Rotary Club, said Donna Harris, past Pacific Neighbors coordinator.

"For students interested in anthropology or biology, (Costa Rica) is a paradise," Harris said.

Of interest may be the nearly 200 varieties of beetles that can be found on one acre of land and a beach where giant turtles come and lay their eggs, she said.

Cost to those selected for the venture will be a maximum of \$400, Harris said. Funding is by both Pacific Neighbors and its umbrella organization, Sister Cities International.

Requirements for students, outlined in applications available at the anthropology office, include speaking Spanish, being between 18 and 25 years old, and returning to SJSU for at least one semester following the visit. In addition, the students must supply, or help find housing for three Costa Rican exchange students when they come to San Jose next semester.

## Debate to focus on Star Wars policy

Visitors, faculty to argue issue

By Patricia Pane  
Daily staff writer

Is the Strategic Defense Initiative a deterrent to the arms race or a cause of it?

The question will be debated Wednesday between 2 and 3 p.m. in the A.S. Council Chambers. Sponsors are the College Republicans, Campus Democrats and the SJSU Debate Team.

Scheduled to participate are Benoit Morel of the Center for International Security and Arms Control at Stanford University, SJSU history Prof. Michael Boll, Angelo Codevilla of the Hoover Institution at Stanford and Retired Capt. John Morse from High Frontier.

Codevilla will participate on the pro-SDI side, discussing what he considers are the positive aspects of SDI. Morse, also on the pro-SDI side, could not be reached for comment.

Boll and Morel will present their opposing views concerning SDI. Morel, who is a science fellow at Stanford, will focus on the technical aspects of SDI.

Boll worked for the National Security Affairs, the policy planning

agency in the Pentagon, during the first year of President Reagan's administration.

He said that debates and discussions of this kind should be advanced on campuses so that students can keep in touch with the issues at hand and become inspired by them to conduct further research.

Codevilla said that "SDI is a reasonable defense to acquire because it'll make the United States and its allies more secure."

Boll's counter argument is that SDI is "dangerously destabilizing to the current arms balance between East and West."

"SDI would require both sides to increase their offensive weapons," Boll said, adding that "SDI will extend the arms race to outer space" and that "it doesn't seem to be a solution to the problem."

Codevilla said that the United States will benefit from SDI because "it will complicate and therefore make unreasonable a disarming first strike" (from the Soviet Union), thereby rendering the "leaders much less able to achieve their objectives."

## Yesterdaily

Because many SJSU students attend classes two or three times a week, the Spartan Daily is including news items from the previous paper to help keep everyone informed on campus every day.

### Campus

Leaky roofs in most of the university's buildings are continuing to be a

problem and Plant Operations is trying to solve the problems with a limited budget and a small staff.

A new maintenance system is presently being established.

SJSU freshman Lisa Urso won \$5,000 in the state lottery on Halloween at an Alpha Beta supermarket.

### Sports

The Spartan field hockey team lost 2-1 to the Pacific Tigers Saturday in the season finale for both teams.

SJSU's alumni wrestling team defeated the Spartans 28-18 in an exhibition meet last Friday.

## Gold-collar workers to be topic of talk

By Antoinette Fleshman  
Daily staff writer

A new breed of workers is emerging in business called the "gold-collar workers."

This distinction has been given to those who work with their brains instead of their backs by Robert E. Kelley, author of, "The Gold-Collar Worker."

A new era in management is occurring, and these gold-collar workers hold the key to the future, Kelley said. The Masters in Business Administration Association is having Kelley as a guest speaker Nov. 15 to talk about how management of these upgraded workers can improve the majority of fields that employ them.

Historically, the working class has been divided into two groups, the blue-collar and white-collar workers.

The white-collar worker is classified as a professional, and the blue-collar worker has been considered the manual laborer.

Trained brain-power workers, such as secretaries, word processing operators and bank tellers have been overlooked in the traditional classification of white-collar workers. Kelley now calls them "gold-collar workers," according to an excerpt from his book.

Gold-collar workers primarily come from the white-collar work force. They are creative and independent and often know more about their jobs than their managers do, Kelley writes. Although they have not gained formal recognition as a subcategory by the U.S. Department of Labor or by academic researchers, their numbers are increasing rapidly, Kelley writes.

"The importance of Mr. Kelley is that America is entering into a new age that most people have tended to pass by," said Dan Gonzales, chairman of the MBA Association. "If you're able to see and identify the gold-collar worker, you have the chance to be more successful."

Kelley states in his book that "the vast majority of the 19 million jobs created between 1979 and 1980 were gold-collar worker jobs; more of the same is expected in the years ahead." Recognizing these workers' potential is essential to the economic success of the future, Kelley writes.

Kelley will speak in the Music Concert Hall at 7 p.m. and a \$2 donation fee will be charged for all non-MBA members. A wine and cheese reception will follow in the faculty dining room for MBA Association members and SJSU staff.

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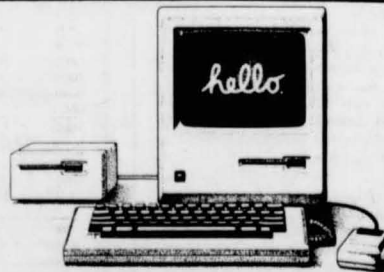
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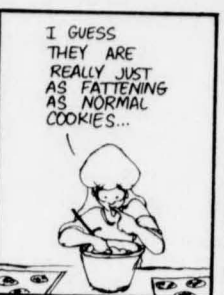
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## Spartaguide

To include your information in Spartaguide, visit the Daily office in Room 208, second floor of Dwight Bente Hall.

The Amateur Radio Club will meet between 7 and 9 p.m. today in the Student Union Pacheco Room. For more information, call 277-3470.

The Army ROTC will have an information table between 9 a.m. and 2 p.m. today in front of the Student Union. For more information, con-

tact Vic Ramirez at 277-2985.

Student Affirmative Action will have a faculty mentor seminar at 12:30 p.m. today in the Student Union Costanoan Room. For more information, call Nelly Mellander at 277-3664.

Student Affirmative Action will have a panel discussion on minorities in the job market at 4:30 p.m. tomorrow in the Student Union Almaden

Room. For more information, call Nelly Mellander at 277-3664.

The SJSU Ski Club will be collecting final payments for the winter trip to Aspen and giving room assignments at 7:30 p.m. tomorrow in MacQuarrie Hall, Room 324. For more information, call Michelle at 244-3761.

The Associated Students Leisure Services will be taking sign-ups for a men's wardrobe coordination be-

tween 8 a.m. and 4:30 p.m. tomorrow in the A.S. Business Office. For more information, call Peggy Grodhaus at 277-2858.

S.A.M. will have a general meeting at 7:30 p.m. tomorrow at Round Table Pizza at Saratoga and Moorpark. For more information, call Lynne at 292-4871.

The SJSU Archery Club will have

a meeting between 6 and 7 p.m. today in the Student Union Pacheco Room. For more information, call Natalie at 295-7619.

The Hispanic Business Association will have a meeting at 5 p.m. today in Business Classrooms, Room 001. For more information, call Robert Garcia at 264-1196.

The Pre-Law Association will have a meeting at 2:30 p.m. today in

the Student Union Almaden Room. For more information, call Paule Siflet at 227-4308.

Education Counseling Interaction presents a lecture by Jean Hollands, marriage and family counselor and author of "The Silicon Syndrome," between 6:30 and 7:30 tonight in Sweeney Hall, Room 120. For more information, call Terry Teplitz at 277-2005 or (415) 961-3593.

## Classified

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## Women's Center seeks \$3,000

continued from page 1

"We get a lot of calls by women needing assistance, whether psychological, financial, legal, health, whatever," Keen said. "They may be battered women looking for a shelter. We listen to them, then refer them to where they can get help."

Two special allocations funds requests are also scheduled to come before the board today for a vote.

On Thursday the special allocations committee voted to recommend to the board allocations of \$283 to Eta Phi Beta sorority and \$1,224 to Radio Aztlan. Radio Aztlan's recommendation is for \$792 as a direct allocation and \$432 as a loan to be paid back by the end of the school year.

Radio Aztlan is requesting funds for T-shirts, records and a February open house to coincide with a new radio show, "Radio Aztlan." The show is scheduled to air Fridays and will play "oldies and salsa."

Eta Phi Beta is requesting funds for a Christmas candlelight service in the campus Chapel.

Special allocations has \$1802.02 in its budget and if the board approves today's requests, the balance will drop to \$295.02. However, A.S. plans to add \$7,000 to the budget to fund groups next semester. This semester's special allocation budget was originally \$5,000.

## Lawsuit causes tension among EOP employees

continued from page 1

Nanez refused to return phone calls made to her and Saldana was not available for comment.

The waiting period between being subpoenaed and going to court is hard, Leon Dorosz, associate academic vice president for academic studies said.

"Inevitably there is tension," he said. "For people on both sides there is a waiting period."

Dorosz said in the interim his office is trying to support parties on both sides of the suit.

"We are trying to help these people understand their feelings," he said.

In September, Saldana filed a \$5.5 million personal injury suit in Santa Clara County Superior Court charging that a suspension he received for allegedly harassing EOP secretaries had caused him "wage loss, hospital and medical expenses and general damages."

Along with asking \$500,000 for compensatory damages, the complaint asks for \$5 million in punitive damages.

## Graduate student awarded \$4,900

continued from page 1

told by Lease that he no longer had a position as a student assistant because of budget cuts. Tidaback said he was also told that his hours as a graduate assistant had been reduced.

Okerlund said as far as she knows his hours were reduced to no job at all. Tidaback said it was then he began asking questions about his contract. "I tried to find out, 'do I have any rights as a student?'" Tidaback said that Lease then told him he had no job instead of just cut hours.

"Lease wouldn't let me sign the contract. He told me, 'you've been making too many phone calls,'" Tidaback said. In a January meeting with both Lease and Okerlund, Tidaback said he was told he was terminated because he did not live up to the requirements of a graduate assistant.

Lease said there was no evidence

of Tidaback's actually doing any work during the fall semester.

"We shouldn't have to spend the taxpayers' money for services not rendered," Lease said. Even with the letter of intent if a person isn't doing his job, the university should be able to terminate him, Lease added.

Tidaback said he spent the entire semester working on a poster for the department.

Okerlund said she fired Tidaback because she was not satisfied with his work on the job or his standing as a graduate student. "Graduate assistants have to be students in good standing. They have to be admitted as classified," Okerlund said.

Tidaback was not classified in the spring 1985 semester and is presently unconditionally classified, Lease said. Classification requires an audition by the Music Department deeming the student capable and passing department entrance exami-

nations. Tidaback refused to audition or take the exams, Lease said.

Tidaback said he wasn't told that he must audition until February 1985, when auditions were finished. When fall auditions came up, Tidaback was traveling with a band, he said.

Okerlund said she regrets the outcome of the claim. Because Tidaback has been awarded the money, another student will not get a job in the department, she said.

Lease said he is not pursuing an appeal at this time. Tidaback said he was told by a board member that he can expect to collect the money within three months.

As an offshoot of the whole incident, the artist Tidaback hired to design the poster, Denise Stanfield, filed a claim with the Santa Cruz Police Department against Tidaback because the Music Department did not pay her for her work.

As a result, Tidaback said he

paid Stanfield \$300 of his own money and is filing again with the Board of Control to recoup it and the additional \$300 the school owes Stanfield.

"A student does not have the right to commission someone and then make a claim against the university," Lease said. A purchase order has to come through proper channels, he said.

In addition, Tidaback said there are other student assistants whose hours have been illegally reduced.

"I don't want to create any more animosity but I think people should know they have their rights," Tidaback said.

Despite winning his fight with the Music Department, Tidaback's graduation date will be delayed from this May to next December, he said, as a result of having to take other jobs to support himself and his son.

## CFA to haggle over faculty development

continued from page 1

areas as teaching effectiveness, computer skills or other elements of performance.

"We set a tone of moderation by our proposals. I feel the CSU has rebuffed us. We extended a peace pipe and they broke it," Rice said.

"There is compromise in the future, but it will take a while to get there," Samit said.

Some of the key proposals CFA dealt with are joint decision-making, reducing the faculty workload and addressing professional development.

Regarding joint decision-making, Rice said the CSU gave most of the power to the campus presidents in their proposals.

"The general force of the contract (CSU proposals) is to give almost unlimited power to the campus

'I feel the CSU has rebuffed us. We extended a peace pipe and they broke it.'

— Scott Rice, CFA chapter president

president," Rice said.

For example, under the present contract, which expires June 30, faculty members can file a grievance against any administrative decisions about their promotions, he said. Under the CSU proposals, this arbitration provision would be removed, Rice said.

Samit said CSU does not want to eliminate faculty involvement in decisions with such items as promotion and tenure.

The faculty and administration should share governance of the university, Rice said.

"We have a system of shared government," Samit said. "There is a definite commitment by the board of trustees to share governance with the Academic Senate and the faculty," Samit said.

But the CSU was very clear on its stand on the issue of governance, according to Rice. One proposal addressed the issue of administration approval for any material to be sent or posted for the faculty. The proposal states that a copy of CFA material to be distributed must be checked by an appropriate administrator prior to distribution, to insure that it is accurate and not defamatory.

"They want to require us to submit for consideration any material we want to circulate to the faculty. That is censorship," Rice said.

The CFA had also asked for a reduction in faculty workload. Teachers are expected to conduct extensive research and teach four classes a se-

mester, Rice said. Four classes a semester is equivalent to a dozen 50-minute oral presentations a week, he said.

One proposal would redefine the workload from the annual 24 teaching units to 21 units. The reduction would allow professors to teach four classes one semester and three the next, so they could stay abreast of their fields and conduct the required research, Rice said.

"We're not asking for research teaching loads. We were asking for a reduction in the load," Rice said. "We didn't expect to get it this year, but we were starting the process towards that."

A professor needs the additional time to research to be an effective teacher and add to the pool of knowledge as well as take from it, Rice said.

The CSU disagrees with reducing the workload because it feels the present system is sufficient, Samit said. CFA didn't ask for a redefinition

of the workload because professors were lazy, but rather because they want to have the time to work with the students and have the influence on the student that they are supposed to, Rice said.

"We want to help students turn into creators of knowledge. We are really concerned with the quality of education. Our status and self respect is tied up with the success of our institution," he said.

Since CSU does not address this issue, Rice said CFA will have to get help from the legislature.

A legislature's night will be held Nov. 21 to gather faculty and legislature support of CFA's proposals, Rice said. CFA will ask the legislature to monitor the negotiations, he said.

Rice said it is important to build up membership of the CFA as well. Right now there are 7,000 members statewide and Rice said at least 8,000 members are needed to have a better support system.

"Right now, the way things exist, faculty exists to the sufferance of the administration," Rice said.

The faculty is somewhat at a disadvantage in the bargaining process because it does not have the resources that CSU has, Rice said. This is why the CFA is going to lobby for legislature support. CSU, on the other hand, has the machinery and monetary support on its side, he said.

## Speakers to discuss disease

continued from page 1

"We hope that AIDS Awareness Week will provide information not only for individuals at low risk within the community, but also for the population as a whole, as it is not the problem of gay men."

"As the virus extends beyond the original group, it is in the best of everyone that the stigma of 'gay plague' be cast aside and the gay and non-gay communities join together in solidarity and understanding of the disease, as well as the need for a vaccine to ward off the virus' spread."

SJSU Health Ed

'I think that this certainly shows a commitment from the Health Center.'

— Oscar Battle, SJSU health educator

Oscar Battle, said that SJSU is breaking ground.

"A number of colleges have given special treatment to AIDS," Battle said. "I think that both Stanford and (University of California at) Berkeley are dealing with the problem but I don't know of any school nationally that have dedicated a whole week to the issue."

"I think," he added, "this certainly shows a commitment from the Health Center to educate as many people as possible about this disease."

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## Speakers Discuss AIDS

from page 1  
hope that AIDS Awareness  
will provide education  
for individuals at  
risk, but also for those  
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ward a vaccine to halt  
spread."

Health Educator

think that this  
mainly shows a  
commitment  
to the Health  
Center."

—Oscar Battle,  
SJSU health educator

Battle, said that SJSU is  
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Wednesday, November 13, 1985

Supplement to the Spartan Daily

# AUTOMOTIVE '85



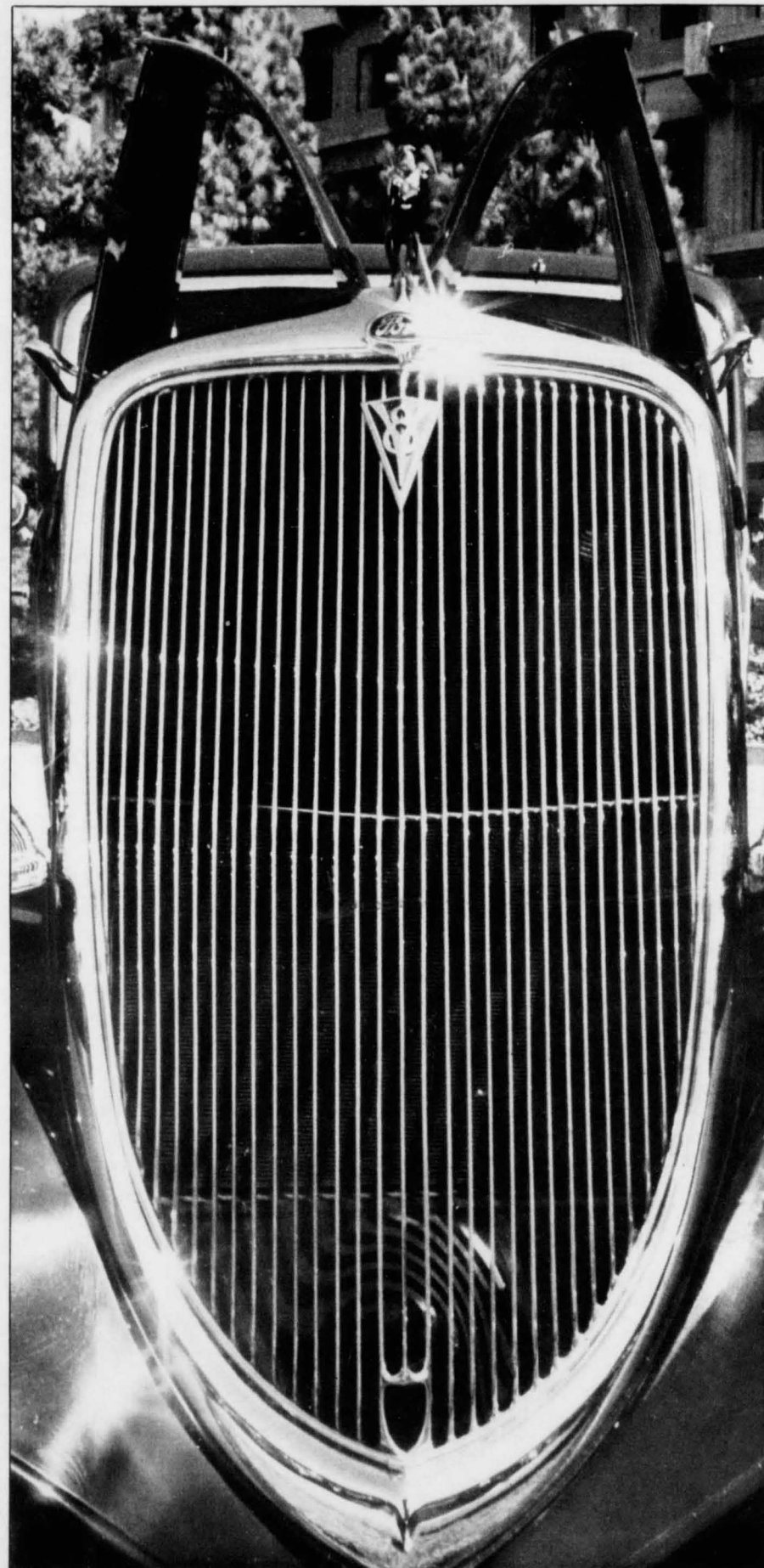


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Automotive 1985 is a special supplement written, edited and photographed by members of the Spartan Daily staff.

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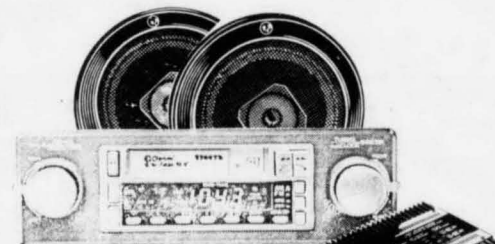
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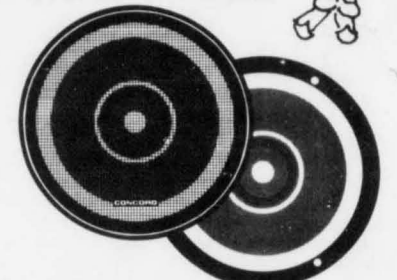
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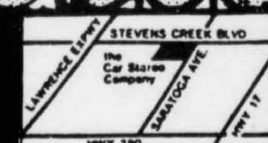
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**ON THE SPOT INSTALLATION & REPAIR**



## The price of car repairs is highway robbery

By Jack Tordjman

SJSU senior Kevin Baker was driving back from San Francisco on Halloween. It was 3 a.m. and he was eager to get back to San Jose. In the middle of his favorite song, "Money for Nothing and Chicks for Free" by Dire Straits, his car suddenly died.

He attempted to restart it but was unable to.

Baker walked to the telephone booth and called the American Automobile Association (AAA) for assistance. One hour later, help finally arrived. The next day, Baker got in touch with several mechanics about getting his car repaired.

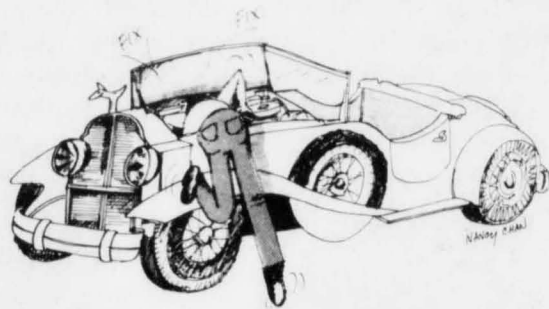
After looking at the car, the mechanics agreed that Baker's car needed a new starter.

The cost for the repair was outrageous, Baker said. He had to pay for a new starter and labor. The total cost came to \$95.

According to a survey from the American Car Organization the cost of car repairs has been increasing at a yearly rate of 30 percent.

In the last three years Americans have been spending more than \$45 billion on car repairs. Peter Richmond, who conducted the survey in more than 20 states around the nation, said that California is a reasonable state as far as prices go.

According to Richmond, one of the reasons why it has become so



expensive to get cars repaired is that unionized mechanics ask for up to \$55 for an hour of labor. It might seem like a lot but mechanics would like to see it go up, Richmond said.

Ron Calvaro, an SJSU junior majoring in marketing, said that people could buy American-made cars because it's easier to find parts for them. Calvaro's father owns a garage and an auto repair shop in Cupertino. Calvaro said that some foreign manufacturers such as Toyota or Honda are well implanted all over the nation and therefore the parts can be obtained easily.

Calvaro works at his father's shop on the weekends and he has worked on several foreign cars such as Fiats. Foreign-made cars

are more difficult to work on and require more time spent on repairs, Calvaro said. It's unfortunate but the customer will eventually have to pay for it, he added.

SJSU senior Laura Fortman, a music major, said that she took her car in for a tune-up and was shocked when she saw the bill.

She said she felt helpless because she doesn't know anything about cars. Fortman said she paid the bill but was under the impression the mechanic took advantage of her ignorance.

The owner of the auto shop, Frank Collins, said that Fortman was only charged for what had been done and nothing else. Collins said that there is a myth about mechanics making up imaginary car

problems.

Collins said that when a client comes in with something to be fixed on the car, his mechanics check everything else.

"Our motto is still better be safe than sorry," Collins said.

Baker said that students are not rich. They often have barely enough money to afford college. Students who have some mechanics skills should help others, Baker said.

In addition there are books on the market to tell and explain how to do just about anything with cars, Baker said.

Baker had another problem with his car a month later. He said he went to an auto-supply store and the salesman was helpful. He got the part he needed right away and with a friend got the job done in less than three hours for a cost of less than \$39.

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- **Battery:** Won't hold a charge?
- **Exhaust:** Hisses, rumbles, roars?
- **Steering, suspension:** Wanders, pulls, shimmies?
- **Brakes:** Noisy, stop unevenly, brake pedal mushy or fading?
- **Lights:** Out of focus, burned out, turn signals inoperative?
- **Windshield Wipers:** Smear, streak, chatter?
- **Body:** Rusted, paint deteriorated?

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## Foreign cars are the American way

By Darrin Edward Baker

Foreign automobiles are a popular trend in this country today and no yuppie would be caught dead without one.

As a consequence, the American auto industry has declined in recent years. Only now have the domestic models begun to catch up to their foreign counterparts in popularity.

Just what makes foreign cars so popular that supposedly patriotic Americans prefer them over models made in the good old U.S.A.?

According to foreign-car owner Delores Gibson (1983 Nissan Maxima), there is no single reason.

"They're more advanced, for one thing," Gibson said. "Take my car, for example. It lets you know when you need gas, when your door's open and it's got a lot of safety features that domestic cars don't have."

Gibson said her back-seat windows do not roll down all the way. It is designed to prevent children and pets from falling out of the car while in motion. Also, whenever someone tries to open locked doors without a key, the light automatically comes on.

Gibson said she wasn't specifically looking for a foreign car, but she wound up buying one.

"I was looking for a car that would get me good gas mileage, looked good and would be relatively inexpensive," she said. "I decided on the Maxima because I could get more for my money. It's a good performance car, and after checking out several different kinds of cars, I found it to be the right car for me."

Gibson's previous vehicle was a 1974 Toyota Corona, but like the Maxima, she didn't buy it because it was a foreign model.

"At the time there was a gas shortage, so I was looking strictly for a car that got good gas mileage. I just happened to find it in the Toyota," she said. "If I can find all the features I was looking for in an American-made car, then I would buy an American-made car."

Domestic cars obviously have some good qualities, or else no one would buy them. Larry Corpus, salesman at Courtesy Chevrolet in San Jose, pointed out those qualities like only a salesman could.

"American-made cars are easier to maintain than foreign cars," Corpus said. "Parts can be found easier since there are more domestic cars in this country, and they are cheaper to fix."

Corpus also said American models carry a cheaper sticker price than foreign models, which is

why they are more popular with the working class. Very few foreign cars have a four-figure sticker price, and some models cost more than \$100,000.

"People buy foreign cars more or less as a status symbol," he said. "Most of them are made out of fiberglass and fold like an accordion on impact. Many American cars have sheet-metal bodies and can survive impact better."

Foreign cars have an appeal to people because they are faster than their American counterparts. This results in lower gas mileage, but Corpus said that does not bother foreign-car owners.

"People who have the money to afford a foreign car don't worry about gas mileage," he said. "If they do, they shouldn't buy one."

Which, then, is the better car? Is a domestic model better than a foreign one? Can the whole yuppie generation be wrong? Is the American auto industry's resurgence a fluke, or is Detroit really catching up to its competition overseas in terms of quality?

As stated earlier, there is no one set answer. Just because a car is made in America or Japan does not make it a better car. You should know what you want in a car, and buy a model that meets your needs. Just remember one thing: buying a foreign car does not make you a traitor.

## Auto insurance worth shopping around for

By Phil Loomis

California law now requires that every car driver carry automobile insurance or face heavy penalties. In light of this, people all over the state are shopping around, looking for the best coverage at the least expensive rate.

What good coverage includes and the definition of decent cost may vary with every individual. There can be, therefore, no set formula for discovering the perfect automobile insurance plan for you. There are some general guidelines, however, to follow in selecting the plan which suits your needs while keeping the cost from soaking up every cent of your savings.

Many factors contribute to the cost of insurance. The age and sex of the driver, what the car is to be used for, the area in which it is to be driven and the owner's driving record all are factors considered when insurance companies reach for their charts and tables to determine the premiums they will

charge to cover a vehicle.

Those drivers hit hardest are young males under the age of 25. Statistics compiled year after year by major insurance companies show that these drivers are, as a whole, more likely to be involved in accidents than any other group. Thus, their premiums reflect that, often reaching a point nearly double that of women the same age. Yet even these drivers should be able to find a reasonable deal, as rates vary from one company to the next due to a variety of rating systems and the idiosyncracies of individual companies.

Insurance rates rise steadily each year as the companies must protect themselves against increased costs of physicians' fees, hospital visits and of automobiles themselves. Most companies, however, will often give a variety of discounts for their customers. Some offer lower rates for non-smokers and non-drinkers, or for owning a "conservative" car rather than a flashy sports model. Other discounts for single women

between the ages of 30 and 65, for those who qualify as "good students," for children at college more than 100 miles from home, and for drivers who are part of a car pool. Insurance agents should be questioned about any available discounts that may apply to someone looking for insurance.

The most important part of any insurance policy is liability coverage. This is what will keep you from losing your home, car or any other asset should someone sue for bodily injury or property damage following an accident. Liability coverage should, ideally, be at least equal to your own net worth; the total value of everything you own. According to a report from Stephen L. Perreault, former associate vice president of the Hartford Insurance Group, a combined liability total of \$100,000 would be about right for most people.

Other insurance costs include those for medical payments, colli-

sion or comprehensive coverage (for replacement of a totaled vehicle), and uninsured motorist coverage, to insure against an uninsured driver or hit-and-run bodily injury.

One way to cut corners on premiums is to increase the amount of deductibles in your policy. By offering to pay a slightly larger amount of a claim yourself should you be in an accident, you reduce the cost to the insurance company and it, in return, will reduce your premium. Thus, the company will still be responsible for handling larger claims while you take care of minor losses.

Another cost-saver is to drop collision and comprehensive coverage from your policy altogether if your car is more than five years old. At that point, the fair market value of the vehicle (what an in-

surance company would pay in the event of an accident) is greatly depreciated from its original cost and probably not worth the added cost to your bill.

Overall, when shopping for an insurance policy to fit your individual needs, the best advice anyone could give would be to shop around. Go to a variety of insurance companies and see what they can offer. Remember that insurance companies are really finance companies; they take your money in the form of premiums, hoping that they won't have to give anything back (claims), and while they have your money, they put it somewhere where they won't lose it and where it may gain interest. They are using the money to their own advantage. So use them to yours, and get your money's worth.

## Bank loans

The money is out there for car buyers

By Shannon Rasmussen

If money is delaying you in purchasing a new or used car, don't let it stop you anymore. There are automobile loans galore out there waiting for the right person at the right bank.

Each bank in the San Jose area has its own policy on lending money for auto loans. They all require some form of credit history, some type of sufficient income and proof of work stability.

With a little time and a few interviews, you can have a loan in a matter of days to purchase that car you've been admiring for months.

In looking for the best loan, there are several questions you should ask.

Does the bank offer a fixed or variable rates? In laymen's terms, will the lending rate remain the same during the entire term of your loan or will it fluctuate during the term?

Are there loan fees? Will you have to pay a fee for processing the loan application? Is there a balloon payment, meaning will there be a larger payment at the end of the loan term? Is there a pre-payment penalty, meaning do you have to pay an extra charge if you pay off your loan earlier than contracted?

These are all valuable questions to ask the bank once you have filled their lending requirements.

Requirements vary from bank to bank. There are several common issues banks address in accepting an application loan.

One of the first requirements each bank addresses is level of income. A person's income must prove sufficient to support expenses that go out each month, including the new car payment. How long a person has been working in the same job or at least the same profession is another important issue.

The average period of time a bank will require someone to work in the same place or field is a minimum of one year. Some banks require a minimum of 18 months.

Banks also use monthly debts as a guideline in determining if a person has a sufficient income. Monthly debts are all the items a person pays out of his income for other loans, house payments or rent, credit card payments or any other monthly payments. This debt does not include such items as PG & E bills, telephone bills or groceries.

Debts are figured in what banks call a debt ratio.

For example, a bank will take a person's net income and figure out how much of that income is spent on monthly debts. Some banks will not allow a person's debts to be more than 45 percent of the monthly net pay while others allow up to 60 percent to be used for debt payments.

Another area that banks rely on is a person's credit history. All banks require at least one year of credit to be established, if not more. The bank is looking for paying trends over a period of time with credit card accounts and any other loans. Overall, bad credit would include someone who had a car repossessed or someone who habitually makes payments 30 or more days late of a scheduled due date for payment.

Another issue is residence. Banks are looking to see how often a person has moved. This area ranges from one year to two years.

Just how much money a bank will loan depends on the cost of the car, what the rate on auto loans is within the individual bank, and what kind of car is being purchased.

How much financing is requested is important too. For example, some banks at this time offer an average of 12 to 14 percent interest rate on loans while two years ago, rates were as high as 18 to 19 percent.

Rates vary from bank to bank at this present time. For example, on a \$10,000 car, with 80 percent financing, the rate could be as low as 11½ percent or with a 100 percent financing could raise to 12¼ percent. This depends on the banks rates and the financing.

In applying for the loan, people have two choices. They can go car shopping first and receive the copy of the car purchase order (for a new car) or the bill of sale (for a used car). Then, the purchase form is taken to the bank and the application for the loan is filled out.

Another way to go about getting a loan is to find out how much a person can receive in a loan, depending on income and the other requirements.

As several bank employees said, each person is individual, so exceptions are made in meeting all the necessary requirements. Usually inquiries are made into why a payment was late or why a person has moved so often.

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## Drivers get the signal, call for more phones

By David Leland

It's a necessity for some and a status symbol for others; police say it is even saving lives. But there can be no disputing that the car telephone is rapidly becoming a vital link between the mobile and the stationary.

By the end of the year over 50,000 mobile phones will be in use in California alone, according to California Highway Patrol statistics.

"The phone is absolutely necessary for those who need to communicate while away from the of-

fice," Al Fischer, Motorola salesman, said.

Fischer said his primary customers are people in construction, real estate and insurance.

The CHP has reported that 20 percent of the "911" emergency calls come from drivers with mobile telephones in their car.

"People call to report drunk drivers, stalled cars and accidents," Officer Dave McClain of the Oakland dispatch center said.

The mobile telephone ranges in price from \$1,495 to \$4,145 for Motorola's top of the line cellular

phone.

To place a call costs the user 45 cents per minute during peak hours, 7 a.m. to 7 p.m. and 20 cents a minute during off hours.

In addition to this there is a monthly charge of \$45. Long distance calls are monitored at the standard price of the company which you are using (Pacific Bell, MCI, Sprint).

If that fits into your budget, you can call anywhere in the world as you cruise down the freeway on the way to your next appointment.

There are two types of car

telephones, the cellular and the Improved Mobile Telephone System (IMTS).

The cellular phone, invented three years ago in Chicago and available in the Bay Area since last spring, is the most popular, Fischer said.

The cellular phone has a memory of 30 storage units to memorize phone numbers one might want to call from their car. Plus it has a capacity of 666 channels to choose from which means that there is always an open channel to place your call when you desire.

Assuming that you are driving in an area that is outfitted for the cellular phone (San Rafael to San Jose and surrounding areas) the reception should be great, Fischer said.

The IMTS is like the old "party line" system, Fischer said. It is difficult to get the person you want many times because there are only 10 to 15 channels to choose from and they are usually occupied.

The CHP, at the direction of the state legislature, has begun a study of car phones in California, with a report due next summer.



Highway 101 in Santa Clara is a good example of rush-hour traffic

V. Richard Haro

Treidel said. "The intent was not to use it for busses."

Santa Clara County voters passed Measure A in 1974 "by a two to one margin" directing the county to follow the proposition guidelines for using gas tax funds for guideway transportation.

Though the proposition has led to the beginning stages of a light rail system, Treidel said, the future for the system is uncertain.

"The legislation says that money may be used for guideway transportation," Treidel said.

The light rail system is just a "starter system," Treidel said.

Treidel, who wears a button declaring "Transit now! Get off your asphalt," said the safest, most economical mode of transportation is the train.

"Proof that railroads are economical is that Third World countries are going to them," he said. "India is a leader in railway systems. Because they are a poor country, they look to the cheapest way to move people and goods."

Treidel, who is writing a textbook on trains, said he first became interested in trains while vacationing in Europe, which has extensive railway systems.

Trains are much safer than automobiles, "the number one killer in the 18 to 25 age bracket," Treidel said.

Trucks are divided into "blocks" and as a train passes through a block it short circuits a signal. If another train enters the block, the signal along the track,

activates a buzzer in the train. If the operator fails to acknowledge the signal, there is a lever on the tracks that trips the air brakes and stops the train.

"Even if you had an effective mass transit, there would still be people who want to drive," Treidel said.

"You haven't really gotten freedom when you buy an automobile. You become a prisoner of those payments and the repair shops," he said.

That's why Greyhound makes money and railroads lose it."

"Even if you had an effective mass transit, there would still be people who want to drive," Treidel said.

"You haven't really gotten freedom when you buy an automobile. You become a prisoner of those payments and the repair shops," he said.

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## Wheelin' and dealin'

People who sell cars don't always live down to their reputation

By Alison C. Ziganti

Buying a car is not only a major financial investment, but it can also be a mentally stressful experience. After all, car salesmen are pushy, demanding and arrogant. Right?

Wrong, that is, if you happen to be lucky enough to get the right car salesman, which by the way,

**'I'm not intimidating and I don't want my customers to be either.'**

— Dottie Barbera, car saleswoman

does not have to be a carsalesman. The right man for the job can also be a woman.

That's where Dottie Barbera, car saleswoman at Stevens Creek Honda, comes into the picture.

Barbera breaks the stereotype that so often fits the typically pushy salesman. "You are definitely a red-Ferrari type," says the demanding salesman in his desperate attempt to sell a car to an 80-year-old woman who swears she'll only drive it to church on Sundays.

"I want to sell my customers the car that would best suit them," said Barbera. "I don't believe in high-pressure sales."

Another aspect of Barbera's



Mie Schneider

Dottie Barbera shows a new car to Henry and Virginia Knopes of Cupertino

life that is atypical of the stereotyped salesman is the fact that she is a born-again Christian.

"I give Him all the glory. He has blessed me and He's my soul strength."

Barbera came to California from New York eight years ago. At the time, she was down on her luck, jobless, but ready to make a new start.

"In New York, I was a secretary for Rolls Royce Aero Engi-

neers, but I wanted something else," she said.

Barbera applied with Delta Airlines because she wanted to utilize the traveling benefits the company offered.

Then she heard of a job opening at Lowell Honda, where her aunt was employed.

"The only thing I could think of was, 'I don't know how to sell a car,'" she said. "At the time, I was really bashful, but I decided to go

through with it, so I took the job."

Within a few weeks, Barbera had put a label on her newly attained status as a car salesperson. "I loved it," she said.

Delta had phoned Barbera for her second interview, but she declined, because she was more than satisfied in her recently acquired position.

That was over six years ago and Barbera now finds herself in the same position, however, at an-

other dealership. The Honda dealership where she is currently employed is a member of the Bay Area's Lucas Dealership Group and is ranked the number one Honda dealership in Northern California.

"It's not hard to sell a car here," she said. "If you feel good about yourself and what you are selling, you project that. It's hard work and very competitive, but I enjoy it."

Barbera feels being a woman in car sales is a definite asset.

"I can't count the times people have said 'Do you know how refreshing it is to be talking to a woman' while I'm selling a car," Barbera said.

"It also seems men don't think any less of you if you're doing it. There aren't many macho types that would find it hard to accept anymore."

Barbera puts between 40 and 45 hours per week into her job. On a monthly basis, she sells approximately 15 to 17 cars, the majority of which tend to be Preludes and Accords.

The well-known, cartoon-like customer who feels kicking the tires as an appropriate means of testing a car's ability still comes into the dealership, said Barbera.

But a good customer, Barbera said, is one who is pleasant and makes her feel at ease. "I'm not intimidating and I don't want my customers to be either," she said.

## Cop cars: homes away from home, offices on wheels

By Eugene Castillo

The automobile has become a necessity that almost no person can live without. People use their cars to travel to work, school or simply to go out for fun. But to police officers the patrol car becomes a second home.

Derek Sousa, a Mountain View police officer, considers his car one of the main tools at his disposal.

"For a police officer your car is your office," Sousa said. "Just as in a regular office you tend to spend a lot of time in it, but you also use it to keep a lot of your material in order."

Sousa keeps all his working material in a pursuit case. A pursuit case contains all the needed paper work and field equipment that is used during his shift. This includes a fingerprint kit, a copy of the California penal code and a pair of binoculars, which are used for surveillance.

"I carry as many as eighteen different forms in that case," Sousa said. "I have at least six different forms for traffic accidents alone."

One of the problems Sousa encountered as a new officer was adjusting to sleeping during the day

and working at night.

There are many accessories in a police car. The most important accessory to a police officer is the radio, Sousa said.

It is the one thing that keeps the officer informed on what is happening in his area. Each car also contains a shotgun, reading lamp and a plexiglass cage that is located in the rear of the car.

A few cars carry on-board computers but they are usually reserved for larger departments or people in charge of a team of officers.

As a new officer, Sousa works rotating shifts so that he will experience what it is like to work at all hours before he is sent out on his own. The purpose of the rotation is for his training officer to observe how Sousa operates under different circumstances.

One aspect of Sousa's job that stays the same is the preparation an officer does in readying his car for a shift.

Each time he goes out on the road, he must check the condition of his vehicle. Sousa said that he tries to make this a routine habit so that no contraband is left from a previous shift.

"I pull the back seat up every-

day to make sure that nothing is left," Sousa said. "Sometimes prisoners try and drop off drugs and weapons that they don't want to get caught with."

Sousa's car is maintained by a training cadet. The cadets has the responsibility of making sure that the patrol car has all the equipment that the officer will need during his shift, Sousa said.

When Sousa was a cadet he was taught how to drive aggressively. The purpose of this training was to get him used to the limitations of his car and himself.

His favorite activity during his training was pursuit week. During this time, training cadets played a cat and mouse game that was to simulate a high speed chase.

"We would have about a thousand cones set up to simulate streets and intersections," Sousa said. "We would then pull over our instructors who would pretend to be civilians, but as we would step out of our car they would race away simulating a code three chase. This was really exciting."

Another part of training that the officers were made to think about was what they are going to do before they get to the scene of

the crime or accident. Sousa said that an officer must be prepared mentally and keep aware of the situation around him, this includes thinking about his driving.

"Once you throw on the lights and sirens you can get really carried away," Sousa said. "In the academy they teach you how to handle this."

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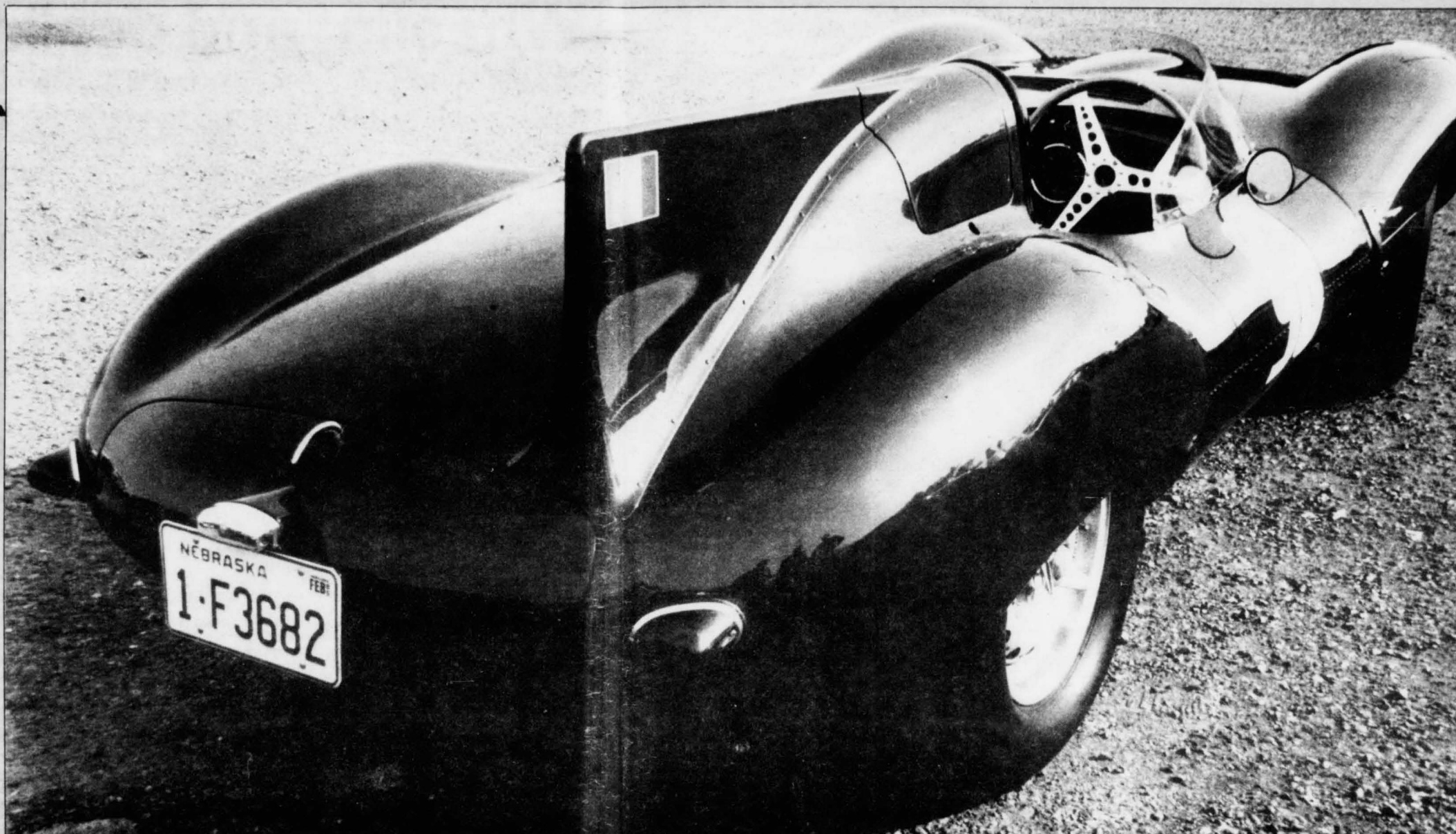
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# CLASSICS



Racer Bill Morton, far left, at the wheel of a 1953 Ferrari 166 MM; This Jaguar D-type is one of many vintage sports cars raced at Sears Point Raceway in Sonoma

**S**OME racing purists think that cars have become little more than generic appliances. Since computers started replacing seat-of-the-pants engineering in the late 60s cars have become mundane and soul-less, some say.

The old ways of racing are brought back today by thousands of these enthusiasts at vintage racing car meets on racetracks worldwide.

On the West Coast, the Classic Sports Car Racing Group was formed by drivers who bring their cars together several times a year to reminisce and experience motor racing the way it used to be.

"There's no doubt that the cars come from a period where there was a lot of variety, a lot of art, a lot of hand-manufactured cars," said Ernie Prisbe, CSRG member and owner of a 1964 Alfa Romeo Giulia TZ 1.

"It was probably the last great era of sports cars before combinations of economics and

more computer controlled design changed the personality of the cars," he said. "Each factory had its own personality that went into its cars, each company had sort of a trademark."

Cars with technology of the early 60s are the latest examples allowed to compete in the CSRG racing events.

"The technology of performance cars changed very dramatically between about '62 and '67," said Jay Weidenfeld, a CSRG founder and 1961 Lotus Elite owner.

"During that era, a great deal of new technology was applied—much wider tires, much more highly-stressed suspension and a lot more aerodynamic engineering went on," he said.

The CSRG started 17 years ago when the owners of just five racing cars met at a road racing course in Vacaville for a "mechanical picnic," Weidenfeld said.

The group's real events have always been held in Sonoma County. From 1970 to 1972 they

raced at the Cotati racetrack, and the 200 member CSRG now runs at Sears Point Raceway.

Prisbe said that the group has grown over the past five years and vintage racing has become popular all over the country. There is probably one classic racing event in the United States every week and it has always been popular in England, he said.

Some of the CSRG drivers run in events throughout the West-coast on tracks including Riverside and Willow Springs in Southern California. Vintage racing is also held in Vancouver, Canada and the Bahamas.

"It's a hell of a lot of fun," Weidenfeld said. "They're all nominally headed your way and that helps. People occasionally spin those cars, but you don't have to look over your shoulder for the Highway Patrol and you seem to be moving fairly briskly."

"It's an escape from the real world," said driver Judy Morton, a 1971 SJSU mathematics graduate. "It truly is gentleman racing. Yes,

we're out there to win...you want to drive as fast as you can, but if it means that you're going to take a chance of damaging your car you don't."

"You have a reasonable satisfaction that the other drivers around you know what they're doing," Weidenfeld said. "Most of these cars can't be repaired from the junkyard. There is a respect for other people's sheetmetal."

It can cost the vintage cars driver lots of money when the sheetmetal does get bent.

"That's one of the drawbacks," Prisbe said. "It's certainly not a money-making venture. Since you often have to have custom made parts and a skilled person working on the car you have to pay top dollar."

"It's easy to spend five thousand dollars each season keeping a reasonably nice car in top shape," he said. "You just can't take it to a gas station for a tune-up. That's one reason why I'm learning to do all my work."

Prisbe said that there are a growing number of car dealers specializing in vintage cars that

can handle body forming, parts machining and rebuilding engines.

"There are six top-quality restorers in the Bay Area," he said. "There are also people just for tracking down parts."

Morton and her husband Bill own a Lotus 11, Lotus 18 and a Ferrari 166 MM. Bill Morton has traveled to England and Italy to locate parts for the cars.

Prisbe and Morton said that it is possible to buy a classic racing car and prepare it to race for about \$10,000 to \$15,000.

"You can get a basket case for less than that," Morton said.

The Mortons' Lotuses are each worth about \$20,000 and their Ferrari "goes up every day" and is in the neighborhood of \$100,000, she said.

It would be emotionally difficult for them to sell their cars, Morton said.

"We would part with them only if it was necessary to buy something that we really lusted after."

**Photos and  
text by  
Tyrone  
van Hooydonk**



# Smog checks clean up our air

Wise to shop around for certificate

By Patricia Pane

Studies indicating that air pollution can lead to heart and lung disease forced state officials to implement a biennial smog inspection program in March 1984.

"The air was so dirty, that people would have been poisoned here pretty soon," said Max Baggett, supervisor of the San Jose Bureau of Automotive Repair.

He added that although the marketplace has dictated the price of a smog check, cost need not be a problem if the consumer shops around.

The program requires any car or lightweight truck under 8,501 pounds and less than 21 years old to undergo a smog check before the vehicle registration will be renewed by the Department of Motor Vehicles. A smog certificate, proof that the vehicle meets pollution standards, must accompany the registration renewal form.

Baggett said the certificate is issued by automotive repair shops that are licensed by the state. The Bay Area has 4,000 certified shops, he said, and are identifiable by a large, sky blue rectangle with a red check in the center.

Though the certificate is six dollars, he said there is no legal limit to the charge for the inspection. Prices in the San Jose area range from \$10 to \$50 for the inspection. In addition to shopping around for prices, Baggett urged

consumers to get a written estimate before submitting to the smog check.

Mike Flanigan, assistant chief of public affairs in the Sacramento BAR office explained the process:

- Notification that a smog certificate is required accompanies a DMV registration renewal form.

- All vehicles having a vehicle identification number ending in an odd number are to be inspected in odd-numbered years. Similarly, all vehicles having a VID number ending in an even number are to be inspected in even-numbered years.

- If the VID ends with a letter, the number preceding it indicates whether inspection will be required in an even- or odd-numbered year.

Flanigan said the inspection is a two-step process.

It involves a visual observation under the hood, under the car, opening the gas tank input door to check if the filler restrictor has been popped out, as well as a look to see if the smog equipment is in place.

The second step is a tail pipe emission inspection in which a computer measures the hydrocarbon and carbon monoxide emissions. The computer is programmed to analyze the standards of emission control based on the make, model and year of the car being inspected.

If the car passes inspection, a smog certificate is issued. If the



Ken P. Ruinard

Terry Gwinn checks out the innards of a '74 BMW as part of a smog check

vehicle does not pass, the consumer must attempt to bring the vehicle into compliance and reduce emissions by 10 percent. If the smog equipment on the car has not been tampered with, the consumer is not required to spend more than \$50 for repairs.

"Be a smart consumer," Flanigan said, "and find a station that does repairs as well as inspection, and one that will reinspect the car for free." He said that more than 50

percent of the licensed smog inspection stations do so for free.

However, if smog equipment has been removed or tampered with, it must be restored before a smog certificate can be issued.

Flanigan said that if the mechanic certifies that repairs will exceed \$50, a smog certificate will be issued under the following conditions:

- the smog equipment has not been tampered with
- state required adjustments and minor repairs are made to lower pollution levels
- all other repairs possible within the \$50 cost limit have been made
- the repairs made positively lower emission levels. This is determined by the computer-analyzer.

If the repairs cannot reduce the pollution levels, then the vehicle owner is referred to a state-qualified referee station, which will issue the smog certificate.

Some vehicles are exempt from the smog check. These include: vehicles that weigh more than 8,501 pounds; are more than 21 years old; are powered by diesel, electricity or non-petroleum fuel and vehicles that are garaged outside of federally designated smog areas (such as Monterey and some parts of Sonoma and San Diego).

Since the program's implementation, Baggett said, more than 6 million cars have been inspected, and levels of hydrocarbons, carbon monoxide and oxide of nitrogen have decreased by 17 percent.

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# Transit ridership low among SJSU students

Most commuting students drive to campus, ignoring public transit

By Michelle King

Only about 8.4 percent of people at SJSU ride the Santa Clara County Transit system three or more days a week, according to the March 1983 Environmental Impact Report survey done for the new West Garage.

The bulk of people, 64.8 percent, still drive their cars, said Manager of Traffic and Parking Operations Henry Orbach of the survey results. About 8 percent car pool, 3.4 percent ride bikes, and an unusually high 13.6 percent walk (this figure doesn't even include dorms or the greek system). The rest of the 2,320 people surveyed took the bus less than three times a week, Orbach said.

But the bus-riding students, faculty and employees who live in San Jose or close by seem to generally praise the system. Also, Caltrain commuters who use the bus also don't have many complaints.

"It's a good system. It comes on time," said sophomore Alex Sheikman, who has been riding the buses for the past two years. Coming from Hillsdale and Cherry in San Jose, it takes him a half-hour to get to school everyday.

"I don't drive because you can't park anywhere," he said.

A Caltrain commuter, senior Neli Moody-Berne, takes the train and the bus everyday from Woodside to SJSU.

"I could drive, but I'd rather take the train and the bus," Moody-Berne said. "I don't want to deal with traffic or parking, and I can do other things (while she's traveling)."

Mark Whitefield, who is a public communications specialist for the Santa Clara County Transit District, said that passenger satisfaction has increased in the past year. The main transit office has

been getting more compliments and fewer complaints.

"We used to have more bus breakdowns last year," Whitefield said. "And we have eliminated the transfers and incorporated the one-day pass."

The one-day pass, which is good for unlimited bus rides for a day, can be purchased for \$1.20 on any bus. The new pass is easier for both riders and bus drivers, Whitefield said.

The only real complaints the transit system gets now are ones concerning the malfunction of the hydraulic lift equipment that was added to 29 of the bus lines to help handicapped people to board and depart from the buses. Whitefield said the system is working on getting these problems fixed.

Keith Opalewsky, a staff analyst in the SJSU parking office on Seventh Street, works closely with the transit system selling bus passes in an effort to increase ridership. Opalewsky said the sale of transit Regular Flash Passes for commuters at SJSU has increased since subsidizing started — which lowered prices.

Now, the money made from parking citations, which is usually used to buy work vans for the parking staff or for projects, is used to help buy part of the bus passes.

The cost for the Regular Flash Pass, which is good for one month of unlimited rides, decreased from \$20 to \$15. The Express Pass, which is the same as the previous one but includes express routes, has been decreased in price from \$29 to \$25.

"When we started subsidizing last year, sales almost doubled," Opalewsky said. "Although they went down a little when the Fourth Street garage was completed this year."



Gretchen Heber

County Transit's Fourth and San Fernando streets stop provides access to the valley

He said that some people who previously rode the bus probably decided to drive their cars when more parking space was provided.

Bus passes purchased in the month of September rose from 1983 to 1984 from about 275 to 450, Opalewsky said. But this year, the figure went down to 404.

"We've done surveys in the past," Opalewsky said. "Overall, there's a reasonable praise of the system. No system is going to be 100 percent perfect."

SJSU is serviced by ten bus stops on the perimeter streets of the campus. There are six on San Carlos, including the new bus shelter on 10th and San Carlos streets, two on Fourth Street and two on San Fernando Street. Nineteen transit bus routes service SJSU within one-fourth of a mile.

Bus routes and other transit information can be obtained at the Seventh Street parking garage office or at the Student Union Transit Information Center.

The fare for people ages 18 to 64 to ride one bus anywhere is 60 cents, exact change is required and a Day Pass can be purchased on any bus for \$1.20., said Mark Whitefield, public communications specialist for Santa Clara County Transit District.

County-wide, a total of about 116,000 people ride the bus per day, which is about 3 to 4 percent of Santa Clara County's population, Whitefield said. Ridership is showing a slightly downward trend though, and some discount pro-

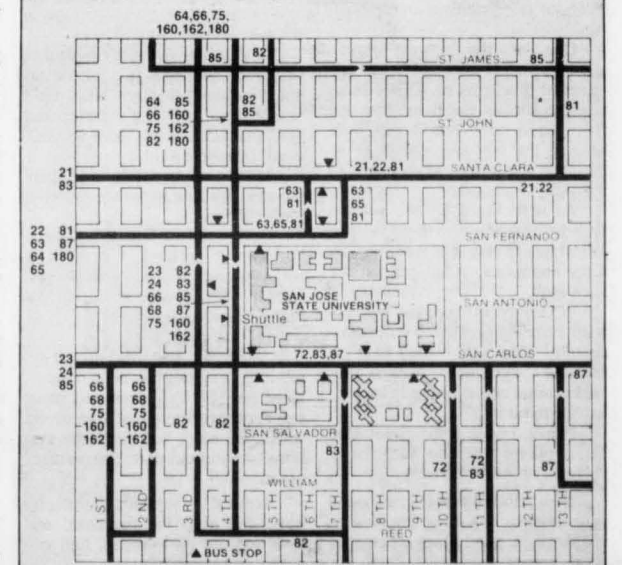
grams will be implemented in the near future to bring back more riders. One of these programs, which would affect SJSU, will be a free ride from downtown to any destination, on one bus, from 10 a.m. to 2 p.m., Whitefield said.

"One of our goals is to reduce

traffic, smog and gridlocks in the Valley," Whitefield said. "The County Board of Supervisors has asked us to do this."

"In the past, the buses were looked at as a social service," Whitefield said, "but we're not looking at them that way now."

## Bus stops near SJSU campus



Map courtesy of SJSU Office of Traffic and Parking Operations



# Moving with music

## Cruise and be cool with the right car stereo system

By Steve Pipe

You say you have the baddest set of wheels on the street, eh? You say your machine will shut down just about anything else around, eh? Cruising to school in a cherry car may cause a few heads to turn, but if you don't have the sound system to match, better leave that car in the garage.

For the low-down on car stereos, take a tour of Stevens Creek Boulevard's "Auto Row," a stretch of car dealerships and car stereo stores galore.

Pacific Stereo, at 3951 Stevens Creek Blvd. in Santa Clara, is a good place to start, with a wide selection of stereos.

Prices range from \$49 for a simple radio unit to more than \$1,000 for separate components.

For the student who wants a decent stereo, but doesn't want to hock Mom's jewelry to buy it, Robert Vass, assistant manager, recommends a Pioneer.

"Pioneers have good tape mechanisms and superior tuners," Vass said.

Pioneer stereos run in the low-to medium-price range, from around \$140 to \$250.

Another good student buy, Vass said, is a Sony stereo, with an average price of around \$200.

For those willing to spend more for better sound, he said a Kenwood stereo is a popular unit.

The price is fairly steep, ranging from \$400 to \$550, but discriminating ears may consider the expense worth it.

The Kenwood offers different types of noise reduction, digital tuning with a search capability, and a feature that allows the driver to listen to the radio while the tape is rewinding or forwarding.

One of the newest developments in car stereos is the car compact-disc player. CDPs have been available for home use for some time now, but it has only been in the last six months or so that the technology has come to the auto, Vass said.

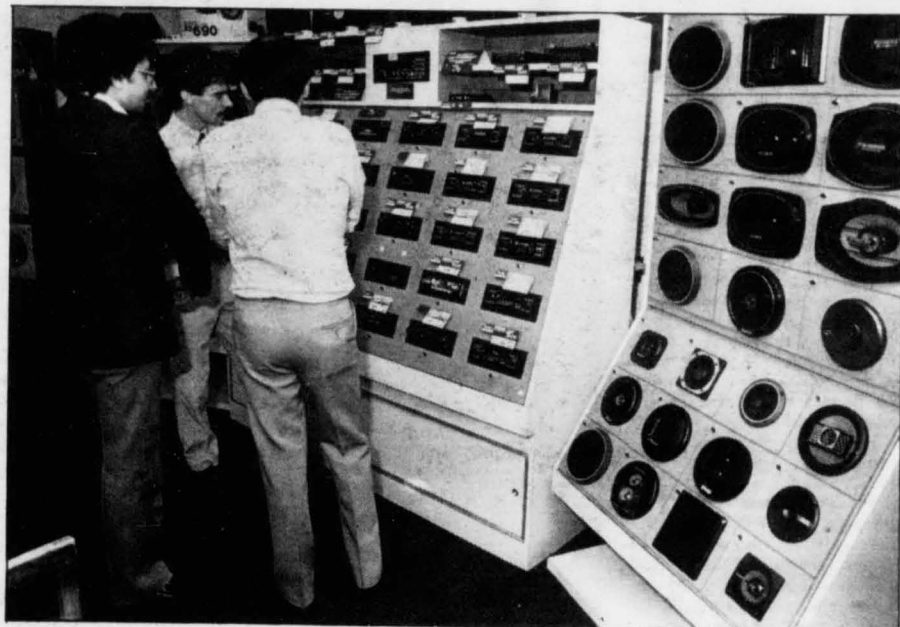
As with home CDPs, a laser "reads" the music on the tape. The difference in sound is startling, as if the musicians are playing in the back seat.

"CD players have the best reproduction of sound you can possibly get," Vass said. "They have increased dynamic range, no background noise and greater sensitivity in tuning."

Prices range from about \$500 for a player only to \$629 for a player with AM-FM radio.

Now that you've purchased your stereo, it's time to look at speakers. A good place to start is right across the street from Pacific, at Car Stereo Company, 3910 Stevens Creek.

Speakers, like stereos, are a matter of individual preference,



Ron Cockerille

Which one do you pick? Searching for the perfect car stereo, two prospective

customers look among the barrage of the latest tuners and speakers.

assistant manager Scott Leandres said.

There are speakers available for a rock-bottom \$20, but the average price is \$70 to \$80 a pair, Leandres said.

Kenwood, Infinity and JBL are three popular brand names in this price range, he said.

Two speakers, fitted to the door panels, may be enough for some people, Leandres said, but others may opt for an extra set in the rear of their car.

"Generally, we don't sell more than four speakers to a customer, but you do get guys who don't really know anything about speakers, and want a lot more in their car," Leandres said.

More and more, he said, people are building separate systems for their cars.

One such system is called a "crossover network," a dividing network that directs bass to the woofer, and divides sound to the appropriate octave.

It costs about \$240.

"Separate systems can get expensive, because you have to use a lot of power," Leandres said. Most car speakers have just five or six watts, he said, but separate systems can put out up to 200 watts of power.

Separate systems typically have one amp for the bass, one amp for the mid-ranges, and one amp for the tweeters.

A fairly recent development in speakers is the brand name, Kicker.

"They're self-contained pack-

ages," Leandres said. "People who own hatchbacks really like them."

"You can set them in the back of your car, and they give out about 100 watts a channel. They have more power and clarity than panel-mounted speakers. They're incredibly efficient."

All of this is well and good, but ultimately, it is up to the customer to decide which speaker is best suited to his needs.

"Every customer is different," said John Hurley, a salesman at Car Stereo. "When a customer comes in to look at speakers, I ask him what kind of car he has and how much money he wants to spend."

"Then I ask what kind of music he likes. If he listens to rock, I may recommend a different speaker than the one I may sell to a customer who enjoys classical music."

Another stereo component that more drivers are opting for is the equalizer, which enables greater variety of tone control.

"Equalizers are a big Christmas item this year," said Frank McMillan, manager of Stereo Scene, 3233 Stevens Creek.

Equalizer prices at his store range from \$39.95 to \$300. The most expensive are passive equalizers, which "enable you to hook up separate amps so that each amp amplifies only a certain frequency," he said.

These aren't for everybody, however. A lot of people use equalizer boosters in their cars, which

Kenwood makes a stereo with a theft-prevention chassis, he said, which slides off and can be carried by the driver.

Car Stereo gets orders to replace stolen or vandalized stereos at least two or three times a day, Hurley said.

Indeed, a Volvo was in the store's garage with one of its windows smashed on the day of this interview. Loose wires dangling from the dash were all that remained of the stereo.

Hurley said the cars he sees as the biggest targets of theft are Rabbits, BMWs, Jettas, and Celicas, which are easier for thieves to get into.

"They (thieves) can get into a car in less than a minute," he said, adding it's important to get an alarm as the most effective deterrent.

There are just as many alarms on the market as there are stereos, but one of the latest and best, according to Hurley, is the remote control shock sensing alarm.

The alarm senses shock waves to the car and sounds an alarm for 30 seconds, then stops and resets again in case the thief returns.

Other security devices are a lock box that goes over the stereo unit, selling at Car Stereo for about \$50, and a decoy, that only costs a few dollars.

"You place it over the front of the unit, and it makes it look cheap. Thieves won't want to bother with it," Leandres said.

And there's the beautiful irony. After all the money shelled out to get a great sound system, the proud owner may have to turn around and buy a cheap piece of plastic with fake dials and knobs to make the stereos look dirt cheap.

put out 10 more watts per channel, and are "a dime a dozen," McMillan said.

Stereos, speakers, and equalizers are a big investment. What about security to protect this investment?

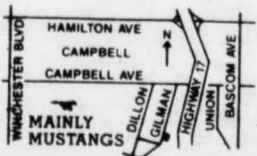
Vass said the most important aspect of security is protection and concealment.

Vass said separate components, such as amplifiers and equalizers, can be tucked under a seat or kept in the glovebox.

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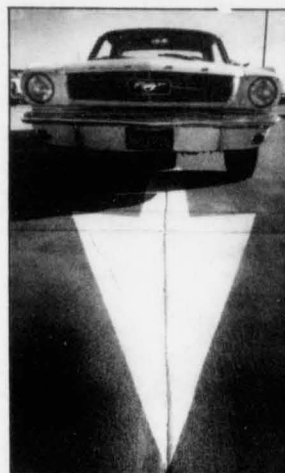
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# The Mustang experience — nothing like it



1965 Ford Mustang

By Rob Gibbany

For me, the decision was easy.

I knew what kind of car I wanted — a bright, shiny 1965 Ford Mustang — and, after much searching and researching, I finally found one.

It wasn't easy to find, but it was worth it. It's fun to drive, settling in behind the wheel and starting the powerful V-8 engine, hearing it roar to life and then taking it out for a spin.

Mustangs are the kind of cars you can take out for a spin without feeling silly. That's what they're meant for — driving for

the sheer pleasure of driving.

It's hard to imagine taking a Chevy Chevette or a Ford Escort out just for the fun of it. These types of cars are functional, but not fun.

I'm not the only one who enjoys the "Mustang experience." Mustangs from the mid- to late-1960s — especially the 1965 and 1966 models — are among the most popular late-model cars on the road today.

There are many reasons for this, including their reliability and ease of repair as well as their high resale value.

As an example of the investment potential of Mustangs, I bought my 1965 'Stang 2-door hardtop in 1982 for \$2,850. Three years later, the going market rate for this car is at least \$4,000.

By comparison, in 1980, a brand-new Mustang 2-door sedan would have cost \$5,416. Today, the same car sells for about \$4,085.

I didn't buy my car simply because I wanted to make money when I sold it. It just doesn't make sense to me to buy a car while at the same time making plans to sell it.

I bought my Mustang because it's a driver's car. When I'm driving it, I feel like I'm part of some Beach Boys video ("We'll have fun, fun, fun 'til Daddy takes the Mustang away...").

However, owning and driving one of these machines isn't all fun

and games — it's a lot of work, too.

For one thing, you have to constantly be on the lookout for gas stations. Economy wasn't on the mind of Lee Iacocca in 1964 when he helped design the Mustang with a V-8 and a 4-barrel carburetor. Because of these powerful features, the average Mustang gets about 12 miles per gallon, just slightly better than your typical Army tank.

I've probably gotten more compliments on my 'Stang from service station attendants than anyone else, which isn't surprising since my car and thousands others like it have probably been almost single-handedly responsible for keeping Saudi Arabia and the rest of OPEC in business.

Service station attendants aren't the only ones to praise the fine lines of my car, though. Another group of professionals also seem particularly impressed — those friendly, ever-helpful men and women who hand out the tickets on our highways.

A few years ago, I was driving north on Highway 101 through the farmland near King City and was pulled over for speeding by a smiling CHP officer. He raved about my car, saying he'd always wanted one like it and asking me how much I paid for it and how long I'd had it.

Only after a few minutes of this friendly chatter did he tell me that, unfortunately, he was going to have to give me a ticket

for speeding.

I didn't ask him if he'd picked me out from amongst the crowd of speeders because of the kind of car I was driving. I didn't have to — he had pulled over one other car out of the pack. By coincidence, it was also a '65 Mustang.

Thus, the biggest joy in owning a classic like a Mustang — the fact that it's distinctive and stands out from the crowd — is

**Mustangs are the kind of cars you can take out for a spin without feeling silly.**

probably also one of its biggest disadvantages.

Mustangs get noticed where other cars don't. The average CHP officer probably wouldn't be very likely to ticket a 1973 Capri anyway, since these cars have a top speed of only about 25 mph (on a downhill grade).

The beauty of Mustangs, as compared to other classic sporty cars such as Maseratis or Bentleys, is that their style and distinctiveness doesn't cost an arm and a leg.

The average Mustang is not

cheap for a used car. The average cost to buy one is about \$5,000. But it's not that hard to get one much cheaper. It just takes some leg work (and some eye work, scanning the classifieds).

Also, Mustang parts are readily available, which isn't true of some cars that are only half as old, and they aren't too expensive. What's more, the basic, straight-forward engine design means that even novices like me can do repairs that only a mechanic could do on any car made after 1975.

Making repairs on a Mustang is like making a carrot cake from scratch using Grandma's old recipe — it takes a lot of ingenuity, some guesswork and a little bit of luck. But it's fun.

Though it's fun to make minor repairs to a Mustang, I don't want to get too carried away — I'm not saying I had a barrel of laughs when my generator took a hike a few years ago and stranded me in the middle of the Southern California desert.

In their book, "The Great American Convertible," Robert Wieder and George Hall call the Mustang "one of the few really bulletproof cars," meaning "nothing bad can be said of one."

I wouldn't go that far. As with any car, things can (and do) go wrong. But I've never regretted the choice I made three years ago when I decided to buy my pony.

# Buying an exotic car not a familiar scene to students

By Antoinette Flesham

Imagine... driving up to a very special car dealer in Los Gatos (in your about-town Porsche) and choosing your latest favorite color and model of a Ferrari. Actually, it's always been and always will be — red.

Commanding the respect and attentiveness of the salesman, you pull out your Gucci billfold and write out a check for \$63,000. Voila, you've just purchased this year's new toy.

This scenario is not one that is familiar to students but it is a level of success that many hope to reach. Most financially successful graduates will acquire the title of yuppie. It's a must for the young urban professional to have the yuppie car of the '80s — a BMW.

The majority of BMW buyers are 24 to 37 years old.

"With (the yuppies), I would say the three-series are most popular, mainly because they're most affordable," said a salesman at Stevens Creek BMW-Subaru.

Model 318 sells for \$19,000 and the 325 sells for \$25,000. BMW dealers lease their automobiles frequently because people who are in outside sales, who have to drive often, can deduct it for taxes, the BMW salesman said.

This salesman said that the longevity and performance of a BMW is basically the same as a

Mercedes-Benz. "Our car is a driving person's car and (the Mercedes-Benz) is a riding person's car," the BMW salesman said. That's why their sales slogan says a BMW is, "The ultimate driving machine."

Nonetheless, the Mercedes-Benz buyer has far different characteristics in finances and status than the BMW buyer. Nine out of 10 people who enter Smythe European Mercedes-Benz dealership are in the market to actually buy a Mercedes-Benz.

"Surprisingly enough, we don't have any 'joy riders' of Mercedes," a salesman said.

"Most of our consumers are owners of companies or executives for the industries that are around the valley," the Mercedes salesman said.

Model 190, which sells for approximately \$26,000, is picking up some buyers from the middle class. The avid Mercedes-Benz lover (15 to 20 percent of them) trade in their car for the new model. "I have one used '85 SL on the floor right now with 1,200 miles on it and it will go for a little less than the '86," the Mercedes salesman said.

Just think, the most expensive and popular model (the 560 SEC) is \$60,000 and 25 percent of Mercedes-Benz buyers pay cash.

For \$3,000 more, 30 to 40 per-

cent of Ferrari buyers pay cash. "They have Ferrari's for a pleasure basis — for fun," said a Los Gatos Ferrari salesman.

People who purchase these "...don't have to prove anything," according to the Ferrari salesman.

"They're usually very nice

cent of Lotus buyers pay cash, said a Loose Jim Lotus Dealership saleswoman.

These large figures are just money to blow for the rich professional of the Silicon Valley. Many financially well-off people buy Volvos outright to serve as a knock-

around family car. The most popular 765 Turbo Gas Automatic is \$25,000. Can you picture how teenagers of Volvos-for-family-car owners whine? "Mom, I don't wanna take just the Volvo to-night.... Can't I take the Mercedes?"

**'Most of our consumers are owners of companies or executives.'**  
— Mercedes salesman

and easy to deal with when they see what they want. If someone comes in to buy a Porsche (Los Gatos Ferrari sells used Porsches), they might be a little bit 'uppity' and 'persnickety' (when the Ferrari buyer may have a Porsche for everyday commuting)," he said.

Touche! People in the medical profession, especially dentists, are frequent buyers of the Lotus. Sounds like some sort of bug, but this favored "cobalt blue" color automobile sells for \$52,000. Fifteen per-

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## Rental jungle is tameable

By Herb Muktarian

A quick drive past car rental row at the San Jose International Airport can show whether it is a busy day or a slow day for local rental companies.

An empty lot means that there are plenty of business travelers coming into the airport, or a full lot of cars means business is a little slow.

In either case, the requirements for a student to rent cars are simple.

At National Car Rental and Avis Rent A Car, the age requirement for renting a shiny, new car is 18. This means that all but the youngest SJSU freshmen have met the requirements. However, age requirements vary. At Hertz Rent A Car, you need to be 21.

The next requirements vary depending on the company. Avis and Hertz require a major credit card, like Visa, MasterCard, American Express or an in-house credit card. Avis and Hertz don't cash qualify customers.

But National will rent to students on a cash basis. To rent with cash, the prospective customer must:

- ✓ have worked at the same place for at least six months,
- ✓ have a telephone number in his or her own name that is listed in the telephone book or through directory assistance,
- ✓ pass a credit check done by the company.

Processing a cash qualification form takes time, so it is a good idea to fill it out as far in advance as possible.

National does charge \$3 extra per day if the renter is under the age of 25.

Rental car company executives

and newsletters claim that insurance rates are the bane of the industry. The amount of money that companies must pay to insure cars is phenomenal, and it is one of the greatest single expenses paid out by the companies.

This brings up another consideration.

**When renting a car, it is also a good idea to make an advance reservation, and request a reservation number.**

eration for the prospective renter. Whether to accept a collision damage waiver. Confused?

CDW is not an insurance, but a release of responsibility. Rental cars are completely insured by the parent company, with the exception of a \$3,000 deductible for damage to the car.

The renter has the choice of taking CDW at \$7.95 per day or going out on the road with a \$3,000 liability attached to the car.

Hitting the road with no CDW means that you are responsible for any damage to the car, even if it is not your fault. If your rental car gets tagged in the parking lot, your wallet loses.

If the renter takes CDW he or she can get rear-ended by an 18-wheeler and not pay a dime. Of course, rental companies have the

provision that if you pile up the car while driving recklessly or negligently, CDW coverages are void and you become liable for the entire cost of the car.

Some insurance companies may cover all or part of the \$3,000 liability, so check with the company before renting a car. If the company doesn't cover or you don't have a car, it might be a good idea to take the CDW because you never know when someone in a '57 Plymouth will stick a fin into your rented stallion.

When renting a car, it is also a good idea to make an advance reservation, and request a reservation number. Reservations do get lost occasionally, and having a reservation number may mean the difference between whether or not you get a car.

Find out what all the company requirements and restrictions are. They vary from company to company so you need to ask if you change companies.

A person looking to rent a car can find almost anything to suit their wants. Car rental companies rent everything from economical Nissan Sentras to Lincoln Town Cars to Chevy Camaros and Toyota Celicas.

Some of these cost more than others, and some of the age requirements change when renting Pontiac Trans Ams or Celica Supras, but overall the average student can find a comfortable, reliable car for taking off for the weekend, when you don't want to risk it in your 1978 Datsun B210 with the bald tires and leaking radiator.

## The undisputed champ at putting things off

By Kathy Keesey

Procrastination is a common vice — especially among college students. In fact, most students will probably claim to be the worst procrastinator around.

I must admit, however (and many who know me will agree,) that I currently hold that title and can't be easily ousted.

I had never been proud of this position as reigning world champion procrastinator. But it had never been a serious enough fault that I had thought to change it. I mean, ignoring my school assignments and personal finances until their absolute deadlines had never cost me much more than a few nights of sleep.

Then came the problems with my car. Of course, I had chosen to ignore those warning signs that my car wasn't in the best shape.

"The muffler doesn't really need to be fixed just yet," I told myself. "Nor does the clutch, horn, seats or brakes." I even put off fixing my lights.

Finally, my brakes were so bad that I had to bring my car into the shop.

This was my first lesson in what problem avoidance can cause. My car was so bad off that it would cost at least \$1500 just to make it safe enough to drive. Then my second lesson: I had left my finances in such neglect that I did not even have \$100. The only choice I had was to get a loan and therefore get a new car.

More lessons in the effects of avoidance were yet to come. I could not get a loan without

my parents co-signing it. But they knew about my "why do today what can be done next month" tendencies and they insisted that I sell my car before they signed anything.

I put this horrible task off for a couple days. When I finally did put some ads in papers the responses from prospective buyers were horrible. The only person really interested was some lady who wanted to pay me half the money, take the car, and then pay me half later. Well, this didn't sound too good so I told her no. But a few more weeks with my parents complaining about my old heap in the driveway and I decided to call her back.

"Even if she does only pay me half I will be getting more than what a car dealer would give me," I said to myself to appease the voice of doubt shouting in the back of my head.

The lady paid half, signed a note saying she would pay the other half in a week, and drove off in my car. A week later and there was no word from her. I dug out her phone number from my files (I was now attempting to be organized and do things immediately) but I was informed that "there was no longer anyone at that number" and there was no forwarding one. I then went to the address she had given me, only to find that there was no such place.

Now I am attempting to track down the lady. What I need to do, a lawyer friend told me, is to fill out a form at the DMV asking for her current address. I plan to do that next week.

## Decisions, decisions

It's easy to find a used car or a brand-new one; the trick is to drive home a peach, not a lemon

By Julie Tilsner

**THE REASONS** for buying a used instead of a new car or vice versa are highly individual. Small considerations such as income and the type of car to be bought are important factors. This can make the whole decision-making process long and frustrating.

No doubt everyone would love to be able to go into the nearest Jaguar dealership and point to the loaded black Jag and say in a bored voice, "I'll take that one." Unfortunately, few students can get away with this.

The trials and tribulations of deciding to buy a new or used car is a subject every salesman can talk an ear off with, but some very useful information can be gained.

Of the six car dealerships questioned, all sold both new and used cars, although two specialized in the used variety. Every dealer agreed that, given a choice, more people would buy a new car instead of a used one.

Dave Rubenstein, a salesman with Key Chevrolet in Cupertino said it also depended on the season, the current market and current interest rates.

One of the more worrisome questions plaguing used car buyers is, "how difficult is it to find a good, solid used car?"

Dealers agreed that if one is willing to do the "homework," finding a reliable used car isn't too hard at all.

"People like to keep up with the latest car trends," said Charlie Ware, General Manager of Downtown Datsun in San Jose.

"They'll drive a car for two or three years, and then trade it in for their next one. Most of our used cars just aren't that old."

Doug Young, executive vice president of

Sunnyvale Porsche-Audi, agreed.

"Most new car dealers will bring in the best used

cars for their lot," he said. "We 'cherry-pick,' that is, we'll keep the nicest trade-in cars for our lot and we'll wholesale the rougher, questionable cars out."

Paul Freitas of Avis Used Car Sales said Toyota Corollas were the best used cars to buy in terms of maintenance.

"It's easy to find a used car," he said. "But finding a quality used car is another matter."

It is always harder to sell or buy a used car, according to the dealers

questioned. This is due to bank's hesitation to give loans for purchasing used cars.

The classified ads are a way to advertise used cars, but dealers have some advice for those looking to buy such a car from an individual.

"If you're willing to do the leg work and look at enough cars, check everything out, then sure," Young said, "buy a used car from the classifieds. There is a good buy out there."

Beware, though, every dealer warned that with an individual seller, warranties and legal backup are not guaranteed.

"If you buy a car from an individual, and it blows up as soon as you get it around the corner, there's nothing for you to go back on," Young said. "With a large franchise such as ours, we've got a lot of money invested in our reputation."

Young said that any car of limited availability will usually appreciate in value. All others depreciate.

"Porsches go up," he said. "Any high demand, limited make is a better return for your dollar. The 1965 Mustang is worth much more now than it was 20 years ago. Most everything else goes down."

"Classics," Freitas said. "Any car that is kept in good condition should at least hold its value."

## How to make car rental easier

By Herb Muktarian

Renting a car for the first time can be a harrowing experience. It can be virtually impossible to remember to ask about all the rules and regulations, especially when you don't know what they are.

The following is a checklist of things to remember when renting a car.

- ✓ The first thing you might want to do is pull out your trusty yellow pages and do a little comparative shopping. Rates vary from place to place and depending what day of the week it is. Car rental companies are listed under Automotive/Rentals and Leasing.
- ✓ It helps to call the company of your choice's toll free reservation number, which is usually listed in the phone book. When you make your reservation ask for your reservation number and write it down.
- ✓ If you want a specific type of car, now is the time to request it. Bear in mind that the companies can not guarantee this.
- ✓ Next, call the office where you made the reservation, and find out the age and credit requirements, and the rates. Ask for the persons

name that you talked to and write it down along with the rates.

- ✓ Call your insurance company to find out if you are at all covered in a rental car. If you aren't you have to decide if you want collision damage waiver.
- ✓ Make sure you have your valid drivers license and credit identification. If you are renting on cash, you usually need to fill out a cash qualification form anywhere from two to five days in advance, so ask.
- ✓ Ask the counter person to explain all insurances, and how long your rate is good.
- ✓ Find out what the rules are for gasoline.
- ✓ Ask who else, if anyone, may drive the car, and when.
- ✓ Check to see if you need to return the car where you rent it or if you can return it to another location.
- ✓ If you are making a trip and leaving the car somewhere, like L.A., find out if there are any drop off charges, or if a one-way rate is available.
- ✓ Ask where you need to call in case the car dies somewhere.
- ✓ Make sure the right rate is on the contract. If you are not sure

where to look, ask them to show you. If it is wrong, ask them to change it on the contract.

- ✓ Check the outside and inside of the car for damage, and check to make sure all of the lights and equipment are working. Check the gas gauge. If there is any damage to the car ask them to write it on your contract so you aren't blamed, or if it is not full ask them to fill it up or write on your contract the correct gas level.
- ✓ Make sure you keep the contract in the car with you because this is all you have that says you're supposed to have the car.
- ✓ Keep an eye on your keys. Rental car companies can charge up to \$25 to come out and bring you new keys if you lose them, or to break into the car for you.

Don't worry about being a pain, because car rental employees do get paid to tell you these things. If you run into a situation where someone cannot explain something to you adequately or gives you a bad time, ask to speak to a manager. And if you still feel there is a problem, ask for a telephone number for complaints.

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